

# Manufacturers Record

## Exponent of America



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Baltimore, Md.  
JUNE 24, 1920

### "WHERE THERE IS NO VISION THE PEOPLE PERISH"

In vain the farms and the factories produce, if food rots and manufactured goods be not distributed for lack of transportation. Political economists and many financial experts, whose views are heralded as the wisdom of sages, though wholly without value, and statesmen, so-called, with all their might proclaim that our difficulties are due to lack of production. Much of this is bosh. Our chief difficulty is not lack of production, but lack of distribution.

We cannot distribute what we produce. Coal mines are idle, not for lack of miners, but for lack of cars. Last year's grain, to the extent of many millions of bushels, has filled to overflowing the elevators in parts of the Western grain region, and is piled up on the ground, for lack of transportation. Loaded cars by the tens of thousands lie idle on the tracks—we started to say for lack of locomotives, but it would be more correct to say because brain power failed to see and provide for the present situation.

"Where there is no vision the people perish," Holy Writ tells us, and there was no vision in the Interstate Commerce Commission when for years it denied the need for higher rates; there was no vision when legislators in national and state affairs clubbed the railroads almost unto death; no vision when business men, without investigation, fought higher freight rates. And for lack of vision the country is perishing.

But there are others who lacked vision, and still lack it sadly, and to that lack is due much of the short-sighted vision of others. They are the railroad managers who ignored public sentiment; who thought that everything done by a railway executive was ipse dixit right and must be so regarded by the public. They ignored public sentiment; indeed, they slapped it in the face constantly, and some of them are still doing so.

If there is any other great business which for years was as badly managed as were the railroads, we have never been able to discover it. "The public be damned" was not merely the thought of one man; it voiced the actions, unconscious, perhaps, of a large part of the executive management of most American railways, and often extended down to ticket agents and office boys. Government control made it worse, and now Railroad Brotherhood men want the public, in effect, to buy the railroads and give them to the employees at the expense of everybody else. And the lack of vision of railroad managers, of the Interstate Commerce Commission and of the business men of the country in the past, the lack of vision of the Government when it surrendered its sovereignty to the Railroad Brotherhoods in 1916, is now bringing forth its fruition of poison; and that poison spells "perish," unless an antidote can be found.

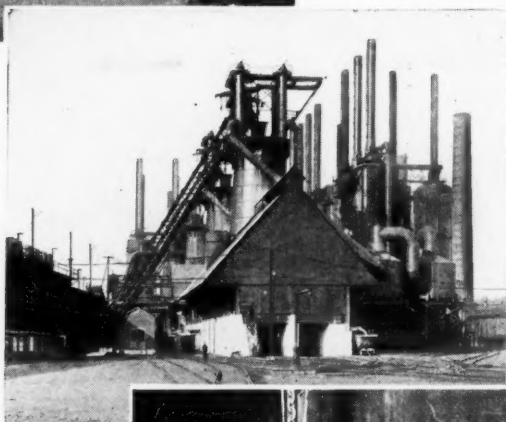
The first move should be a frank acknowledgment on the part of railroad managers that, whether they are right or wrong, they want in the interest of the great public to have all of their work thoroughly investigated—not by legislative committees, but by men competent to do things. The first move to find an antidote for the poison should be a careful diagnosis, not by railroad men nor by legislators, but by committees of the ablest business men in America. Let the railroad people make the first move by asking men like Gary, Schwab, Ford and other great constructive leaders, but no Wall Street financiers; farmers of the highest business ability, coal miners, lumber men, highway builders, and representatives of consumers, to study in detail railroad management, to find out why railroads have ceased to function properly, and to suggest remedies for physical management and for changing public hostility to public friendship. Then, and not until then, will the railroad executives show that they understand the real problem that they face and the seriousness of the situation.

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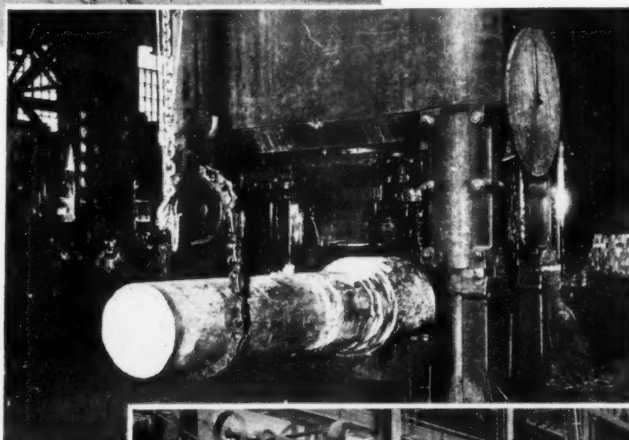


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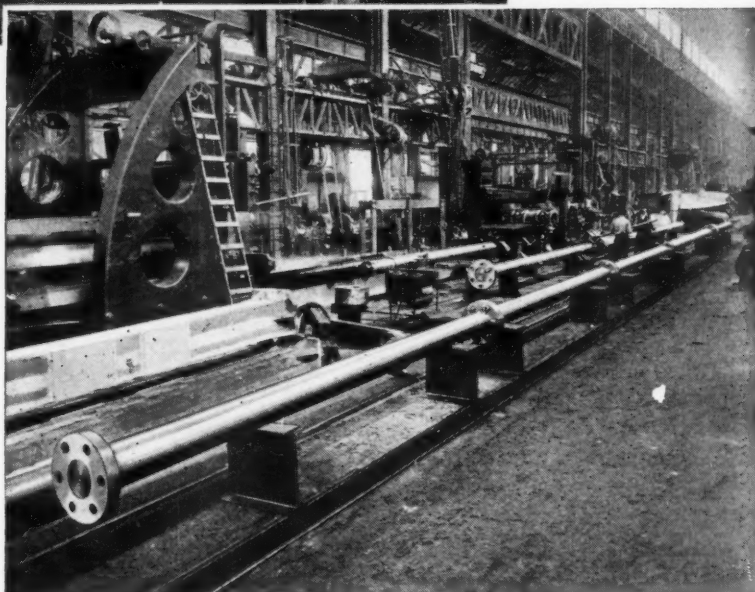
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# Manufacturers Record

Exponent of America

JUNE 24, 1920.

Volume LXXVII.

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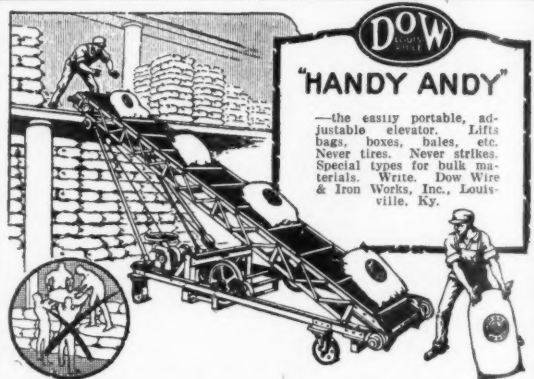
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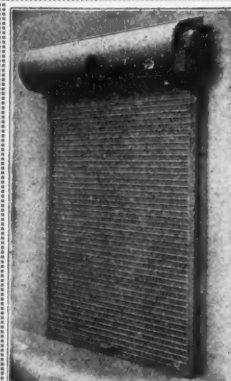
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# Manufacturers Record

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Trade-Name Registered in the U. S. Patent Office

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## COMPRESSING AMERICAN BUSINESS DOWN TO DESTRUCTION.

THERE are few men in America who have given closer or more intelligent study to transportation in its broad aspects, particularly as affected by the activities of the Interstate Commerce Commission, than George H. Cushing, managing director American Wholesale Coal Association.

In a very remarkable address delivered before the City Club in Washington, June 16, Mr. Cushing, after taking occasion to show that there is actually being moved to market now 3,700,000 tons of coal more per month than was being moved a year ago, and expressing his abhorrence of the "most hateful words in the English language—priorities and embargoes"—went on to say:

"Rather than allow the carriers to grow to a size commensurate with the business of the country, it is proposed by priorities and embargoes to pare the business of the country down to where it will fit the capacity of the starved carriers. We do not propose to extend the carriers. We propose instead to whittle business down to a point where the carriers can handle it. This means that, having suspended the growth of the railways, it is proposed that we set out deliberately to stunt the growth of business. By that means we put the American nation, essentially a commercial nation, in a strait-jacket and then compress it to certain dimensions, even as the Chinese women do their feet. It is urged that we say: 'Beyond these limits American business shall not grow.' To my way of thinking, no sane nation ever adopted a more insane policy."

This suicidal policy of government is what the MANUFACTURERS RECORD has been criticising with all its power for months past, whether the agency of compression be the Federal Reserve Board or the Interstate Commerce Commission. We have men in Washington so little that the bigness of America is beyond their powers of comprehension.

## WHAT THE LEAGUE OF NATIONS WOULD HAVE THE POWER TO MAKE US DO.

COMMENTING on a recent editorial in the MANUFACTURERS RECORD, the Ocala (Fla.) Banner says:

"It is no exaggeration to say that the strongest minds of the nation feel that Mr. Edmonds is mistaken in supposing that the League of Nations will involve the United States in 'entangling alliances' with foreign nations.

"Its very purpose is to prevent those entangling alliances. Its purpose is to 'unravel' the 'tangles' which hitherto have 'entangled' us in these 'alliances'."

"We repeat that to smooth them out and prevent the world from being engulfed in the awful vortex of such wars as the one we have just passed through which has caused the United States to leave so many of her honored dead on foreign fields."

We do not know whether the editor of the Banner has been in communication with the "strongest minds of the nation" or not, but we have found that a very respectable part of the nation is very distinctly opposed to the League of Nations, and fully recognizes the fact that the League would involve us in entangling alliances far greater even, we believe, than Washington himself could ever have imagined.

"If this country were a member of the League of Nations, according to the proposed covenants we would be absolutely under the dictation of other nations, and from their decision there could be no appeal. If we were ordered to send troops into Ireland to protect Great Britain in its domination of that country, we would be forced to do so, because we would have signed a contract to guarantee the territorial integrity of the members of the League.

Under that guarantee we would be compelled to send troops into China to defend Japan's control of Shantung, one of the most damnable—and we say it advisedly—one of the most damnable propositions ever made in human diplomacy, when a large part of China was signed away to Japan against the protest of our long-time friend, China, which had entered the war at our request.

Under the guarantee we would have to send troops, if called on to do so, to fight by the side of English troops as against India if India should seek its independence, or against Egypt if it should seek its independence, as we did in 1776.

Under that guarantee it would not be possible for any country now under the domination of any other country ever to attain independence as the American colonies found independence by their struggles of nearly a century and a half ago. We would bind ourselves hand and foot, morally and legally, to stand by every government in that League, and to guarantee their present "territorial integrity." If Canada, for instance, should ever seek under any stress of circumstances to secure its own independence as against Great Britain, we would have to send an army into Canada, if the League so decided, to fight against Canada and in behalf of Great Britain.

The time may come when China with the awakening of its



latent strength may determine to reconquer its most beloved province, Shantung—the province of greatest natural resources, of greatest strategic importance, and of greatest religious sentiment because it was the birthplace of Confucius. And yet under the League of Nations if China sought to recover Shantung as against Japan, Shantung having been by virtue of the League's decision delivered over to Japan, we would have to fight by the side of Japan and against China.

Moreover, there are no possible ways of knowing what are the territorial lines of some of the countries in Europe in which turmoil still exists, and in which wars of tremendous extent are under way. The war which is now being fought between Poland and the Bolsheviks would be regarded as a war of the first magnitude if we had not recently passed through the great World War.

What are the territorial lines of Poland? Nobody yet knows. And yet we would have to be engaged in the mighty contest between Poland and the Bolsheviks of Russia.

The Ocala Banner says that the object of the League of Nations is to smooth out the world's tangles and to keep the United States from being entangled. But if we were tied up in all the entanglements of the present world situation and under the absolute domination of those who control the League of Nations, we would be in a maze of entanglements beyond anything which Washington in the wildest flight of his imagination could ever have deemed possible. And yet Washington, who had studied European diplomacy and had seen all of the entanglements which have run through the history of Europe for thousands of years, realized that we had come out of Europe for the express purpose of establishing here a great nation, free from the ceaseless entanglements and wars of Europe. He saw that the greatest good we could do for the world would be to build on this continent a Republic, whose freedom from European entanglements would enable us to throw our moral force on the side of right; whereas to be entangled under the combination of European governments might at times compel us to throw our armed forces, whatever might be our moral sentiment, on the side of wrong.

The Banner may think that the "strongest minds of the nation" believe that the MANUFACTURERS RECORD is wrong, but our experience is directly contrary to the views of the Banner, and the longer we have studied the League of Nations the more thoroughly we are convinced that it is the most unwise proposition ever submitted to mankind for consideration.

### THE SAFETY OF CIVILIZATION STAKED UPON AGRICULTURE.

IN a letter to the MANUFACTURERS RECORD Mr. J. S. Wannamaker, president of the American Cotton Association, writes:

"There never was a period in our entire history in which it was more important, and of more vital necessity to our very existence, that we have a greater agricultural development nationwide than at this time; and the fact that people are faintly beginning to see the danger facing us and are beginning to co-operate for the purpose of preventing the repetition of past experience tenfold is a source of deep gratification and happiness to me. The neglect of agriculture from the time of the downfall of Nineveh and Babylon, or the building of the Pyramids, through all of the decades of time until today, should clearly indicate to every thinking person that the only possible foundation upon which civilization can rest is agriculture, and that the destruction of agriculture, of course, means the destruction of civilization. We see a threatened famine in almost all lines of agriculture production; the certainty of intense suffering; and steps must be taken to prevent this. Nero fiddled while Rome was burning. If good men fail to unite everywhere for the purpose of changing conditions from what they are into what they should be, under these conditions we will justify the same condemnation dealt out to Nero."

### THE HOUSING PROBLEM AND ITS RELATION TO INDUSTRIAL WORK.

WHO has ever considered that it might be wise for towns and cities to refuse permission for the building of new factories until a way had been provided for housing the employees? That question is raised in a very interesting article on the housing problem and its relation to production and contented labor by Morton C. Tuttle of the Aberthaw Construction Company of Boston, published in this issue. Mr. Tuttle presents the housing problem from some angles rarely considered.

A community, according to his view, may lose instead of gaining by the establishment of a new industry. An undigested industry, says he, is not an asset, but a liability. An industry which brings to a community more laborers than can be properly housed adds to the difficulty of the housing situation of the people already there and thus instead of being a benefit it may really prove a serious injury. This is a presentation of the housing situation and its relation to industrial activity as well as to the development of a spirit of contentment on the part of laborers, which needs very careful study. The problem developed by the demand for houses is very strongly stated by Mr. Tuttle. It becomes the duty of the people of the country to find the solution.

Unfortunately, at the present time the Federal Reserve Board and the bankers of the country under its lead are discouraging credit for building operations, and unwise legislation is adding to the situation. This fact is brought out clearly in an article in the New York Sun showing that since the Legislature set an arbitrary limit to the amount of rent the owner of a dwelling or an apartment can derive from his property, there has been a remarkable tendency of builders to turn from the erection of dwellings and apartments to the construction of office buildings, upon the rent of which no limit has been set. The Sun, referring to this situation, states:

"The result, therefore, has been that to a large extent the interests which apparently were only awaiting a chance to put up houses and apartment buildings have abandoned their plans for fear that with mounting building costs and legislative meddling with rents they would not be able to get an attractive return on their investment before the period of lower rents arrive."

It is very generally true that when legislation undertakes to override the law of supply and demand and fixes the price of any article, it injures rather than helps the people for whose benefit it was intended.

With this country short 2,000,000 to 3,000,000 dwellings and thousands of apartment-houses, no law that man can make with a view to preventing high rents will bring about the essentially important thing, namely, the building of needed dwellings and apartments. We may denounce high rents to our heart's content, we may call the owner who demands a high rent for a dwelling or apartment a robber or a profiteer or by any other name that soothes our feelings, we may send him to the penitentiary or hang him as high as Haman if that will assuage our resentment, but none of these things will get the dwellings and the apartments built.

The housing situation must be viewed from some other standpoint than that of trying to force down rents at the present time, for to the extent of the activity in driving down rents will we drive down the stimulus of large profits, without which builders and investors will not risk money in new building operations in these uncertain times.

The tremendous importance of more dwellings and of comfortable housing accommodations for the working people everywhere is strongly stressed by Mr. Tuttle, but no one has yet found a solution for the housing problem except through the building of more houses.



## Handing All of Nation's Transportation Facilities Over to One Industry an Unspeakably Monstrous Interference With Country's Business

**T**HERE are thousands of men today who face what we may call ruin by Government edict. There are great industries today which, so far as the distribution of their product is concerned, might as well have their plants in the desert of Sahara as on a railroad line. Government, manifesting itself in its most obnoxious form, but under the usual guise of wise intent, through the instrumentality of the Interstate Commerce Commission, is doing this thing, and it is doing it, we fear, with threats on its lips, threats against reputable American citizens whose only crime has been that they have looked to Government—their Government—for decent and just treatment.

We do not doubt the gravity of the distribution crisis. Perhaps it may not be disputed that drastic measures are requisite with the railroads in the condition they seem to occupy. We do believe that when the railroad executives virtually requested the Government, through the Interstate Commerce Commission, again to assume control of the properties, those executives committed an unpardonable error, the full consequences of which they will live to regret, not once, but over and over again. The Government had failed miserably in its operation of the roads and the people of the United States had demanded their return on the promise of the executives that greater efficiency would characterize their operation of their own properties. But at the first pressure of congestion they threw up the sponge. They have made arguments for Government-ownership advocates to capitalize, and they themselves will be responsible if this country is subjected hereafter to the disastrous and ruinous experiment of Federal ownership.

When the Interstate Commerce Commission virtually assumed control of the roads, there was a fear that it would bring to a halt the shipment of building materials. The Commission, therefore, was addressed by the Federal Highway Council, the National Federation of Construction Industries and others, who specifically asked the Commission relative to its intent. The answer was that the Commission did not "contemplate at this time the issuance of priority and preferential orders or directions, and has not issued any such directions."

But on June 2 the Commission on Car Service of the American Railroad Association issued its order No. 33 to the effect that "railroads must distribute available coal cars for loading coal to minimum of 50 per cent of actual requirements before distributing coal cars for loading other commodities." The immediate effect of this was to divert virtually all open-top cars to the transportation of coal, and leave every other industry which requires such cars utterly destitute of transportation facilities.

The circumstances under which Order 33 was issued are not clear. All that is known is that there was some sort of collusion between the official Commission and the Car Service. It has been said that the Car Service, anticipating even more radical action by the Commission, urged quietly Order 33 as a substitute. It has been alleged, too, that the Com-

mission, feeling somewhat bound by its previous written assurances, did not wish of its own accord to issue orders directly contrary thereto. The important fact is that the Commission and the Car Service men are in effect parts of the same organization, the one entirely subordinate in its authority to the other, and the Car Service can do nothing legally to succor one industry at the expense of another without the acquiescence of the Commission.

Nor need we dwell too long on alleged threats. Reputable men tell us that when they approached officers of the Commission with their protests, complaining that they were being ruined, they were bluntly told that unless they kept their mouths shut, they would get a real wallop, or something to that effect. They were treated as intruders. All Kaiserism is not domiciled in Holland at this moment.

During last week, despite the threats of Commission underlings, protests from the road-builders and other builders of America reached such volume that the Commission, apparently, decided to carry out the threats these underlings had made. The subordinates had known what they were talking about.

On Saturday afternoon the Commission issued "Service Order No. 71," which orders that in the entire territory east of the Mississippi River all roads that serve coal mines shall, for the period of 30 consecutive days, furnish coal mines "with open-top cars suitable for the loading and transportation of coal in preference to any other use." It is one of the most drastic orders ever issued.

When Mr. Willard suggested to the Council of National Defense that it was a good time now to cut down on road-building, there were few who believed that any Government agency would have the effrontery to follow that advice. But that is exactly what the Interstate Commerce Commission, by indirection, is doing. It has turned the railroads of the nation over to the coal shippers, and it has served notice on every county east of the Mississippi and, in effect, on every county in the nation, that this summer there must be no building of roads, meager maintenance and a minimum of construction work of any kind.

Within a radius of 600 miles, in the mid-Mississippi Valley, \$300,000,000 in road improvements and paving have been authorized, and it has been possible to let contracts for but \$25,000,000. Of that only a part is under construction, so difficult is it to obtain materials.

What need is there to describe the terrifying shortage of houses and the transcendent requirements for highways? They are known of all men. Yet with a wave of the Commission's hand they are swept aside. The Commission's method of averting congestion is to refuse to handle the business. That is one solution. Heaven forbid that America should ever reach the point where it is decided that business must be contracted to fit the transportation facilities instead of increasing the transportation facilities to fit the requirements of business!

We have always doubted the wisdom of priorities in any

form. They are a vicious inheritance of war exigency. Men then were willing to sacrifice much, or all, to save the State, but when it comes to arbitrary orders in time of profound peace that penalize some industries in favor of others, and when the Government, which has itself appropriated millions for road work, issues edicts that prevent absolutely the carrying out of the program, it is high time that the voice of industry thunder down Pennsylvania avenue, and it is high time that bureaucrats, with all their arbitrary demeanor, be compelled to listen in good faith to honest citizens when they respectfully ask a hearing.

There is no justice and there is no right in general priorities. One reason why the nation so vehemently asked for private control of the roads was that private control meant competition, and competition meant that all industries could expect to share equally in whatever service was available. It was not anticipated, and could not have been anticipated, that an almost immediate result of the return of the properties would be a resort to preferential treatment more unjust and iniquitous than had been permitted under direct Federal control.

Only an exigency such as does not exist could excuse the program of the Commission. Even so, we doubt if it was the intent of Congress to authorize the Commission to decide on favorable treatment for this commodity or that solely on the ground of a supposititious scarcity of commodities in particular communities. Indeed, the authority given to suspend rules in respect to car service in time of grave emergency empowers the Commission only to substitute therefor "just and reasonable directions" of such a kind as will "best promote the service in the interest of the public and the commerce of the people."

The directions the Commission has put into effect are neither just nor reasonable. Nevertheless, so almost limitless is the power given to the Commission on the subject of priorities that unless the whole of Section 402 of the Transportation Act is unconstitutional, it is within its legal rights. That is always the danger. Congress wanted to give the Commission the widest range of power in order to assure good results; it did not contemplate that abuse of authority which has become so habitual in Washington.

There is going to be freight congestion in this country for five years. The nation will be lucky if it is over then. If, therefore, at the least sign of trouble the Commission is going to establish embargoes, and priorities, its authority will hang like the sword of Damocles over the business neck of the United States. No industry will be safe, none sure. Moreover, each industry will add to cost price of its products an "insurance fund" against the days when it may have to shut up completely while some other more favored industry uses the available freight cars. That means still higher prices.

The whole business world, including the coal interests, ought at this time to accept the gage of battle and fight out once for all the principle involved. It should be established as a matter of course that when congestion threatens, all industries alike must bear the burden of it, all alike suffering their share of the necessary restriction, and that none should be favored at the expense of another. Priorities are like

conservatory writs in law, to be resorted to only in times of the most grave emergency, and then under stringent conditions. If they are to be used habitually, then business in this country will no longer depend on character and good-will and high efficiency, but they will prosper who can catch the ear of the authorities in Washington and through preference be permitted to distribute and sell their wares.

This idea of priorities on any and all occasions must be smashed to smithereens, and foolish beyond description are those who, because presently favored, do not take their stand boldly also on that ground.

Admitting that the coal situation is exigent, and omitting the allegation that New England is short of coal because interests there refused it when deliveries could have been had, hoping for lower prices, the fact would still remain that the handing over of the transportation facilities of the nation to the coal industry, to be used by it alone, is unspeakably monstrous. There is no element of justice in it, and the method by which it has been brought about has an odor to it that no political perfume can allay.

Just as vital, in view of the foregoing, is the suicide involved in the virtual prohibition of highway construction. If, indeed, the railroads of this nation have reached a condition of inutility so gross that they cannot handle efficiently even one great product, it requires no philosopher to reach the conclusion that it is the time of all times to concentrate on the rapid construction of highways. If the railroads are a mouse hitched to a mountain of freight, then, by the inventive skill of man, there are some millions of motor trucks and automobiles that can move that mountain across the continent if only given a roadbed on which to run. But the policy of the Interstate Commerce Commission means that not only is the use of the railroads for heavy classes of general freight prohibited, but that the nation is prohibited also from using the alternative method of transportation. We do not know when, if ever, the railroads will match the business of America, but we do know that we can partly solve the problem with trucks and highways. They comprise the first reserve. They saved France, and they can save American business—if the Interstate Commerce Commission will permit them to perform so desirable a function.

The Government touches business most intimately through its major and almost supreme agencies. They are the Federal Reserve Board and the Interstate Commerce Commission. Months ago the former, with American business throbbing for expansion, threw up its hands and decided that, since it lacked the vision and the will to fit the credit facilities to the credit requirements, it would employ its vast authority to make of this Brobdingnagian a pre-war Lilliputian. With the credit of the world in the hollow of its hand, it did not know how to make it available for the use even of America alone. Now, later, the other great Government agency, the Interstate Commerce Commission, displaying the identical littleness, also throws its puny monkey-wrench into the machinery. Puny in origin it is, though magnificent in extent the ruin it causes. But what can be expected of a Commission one of the most prominent members of which was only a short time ago calmly taking the view that it would be unnecessary

to build any more open-top cars for use in America if seasonal coal rates were established?

There are some commissioners who have an idea that America is coal and coal is America. If it moves, nothing else matters. They cannot get it into their heads that the American people are going to do business, and if they cannot distribute over the railroads, they are going to distribute over the highways. For this great people has a vision of a network of highways, from ocean to ocean, and they have appropriated billions to transmute that dream into a fact. As a Mrs. Partington, neither the Federal Reserve Board nor the Interstate Commerce Commission makes a pretty picture.

The time has come when "the little fellows" in the country districts and the small towns must make themselves heard. They, anyhow, are the real America. If you who read this know of a projected highway in your community toward the completion of which you have been looking and wonder why no work is being done on it, ask the contractor, and he will tell you. For literally all roads lead to the Interstate Commerce Commission. Put your finger on it and you put your finger on most of the sterile highway contracts in America. No, it is not wholly to blame. There is congestion. But the relief which might be given, the possible relief, it arbitrarily denies. There is a rumble that never fails to get a hearing in Washington—the rumble of the voice of the people, their murmur of disgust.

We have said all along that Congress ought never to have adjourned. These arbitrary orders of the Commission, we believe, would never have been issued had Congress been in session. An investigation would have been ordered at once.

But fortunately the people are not wholly without redress. We have in mind that fact that Senator Calder was able to have authorized, in the closing days of the session, a resolution providing for the appointment of a commission to study the construction situation in the United States and suggest methods of amelioration. That committee has full power to summon witnesses and get at the truth. It ought to meet now. Now is the time for it to get busy. It only, apparently, stands between the country and almost complete paralysis of all construction work. Let it begin its hearings and inquiry straightway, and we suggest that it begin by ascertaining just why the Interstate Commerce Commission has outlawed shipments of basic construction material, and at whose behest.

#### LAST SEASON'S LOUISIANA SUGAR-CANE CROP THE SMALLEST ON RECORD.

THE last sugar-cane crop in Louisiana was one of the shortest since records began to be kept, states the Agricultural Department. The trouble began with poor seed, and, intensified by unfavorable weather, scarcity of labor, etc., resulted in poor crops and low yields.

For the season beginning in the fall of 1919 the production of cane sugar in Louisiana was only 242,000,000 pounds, as compared with 561,800,000 pounds in 1918, 487,000,000 pounds in 1917 and 607,000,000 pounds in 1916. The 1919 crop was produced from 179,000 acres, which yielded 10.5 tons of cane to the acre.

Production of cane syrup in Louisiana last year was 3,673,000 gallons.

#### COTTON CONSUMPTION, EXPORTS AND IMPORTS.

FOR the ten months ending May 31 the Department of Commerce reports 5,344,418 bales of cotton were consumed in the mills of the United States, which is an increase of 563,140 bales over the consumption of the corresponding period of 1919. On May 31 1,695,901 bales of cotton were on hand in cotton-consuming establishments, compared with 1,391,321 bales May 31, 1919, while the quantity of cotton held in public storage and at compresses May 31 amounted to 2,584,784, or \$31,823 bales less than was reported on the same date last year.

During May 34,066,236 cotton spindles were in operation, an increase of 534,923 spindles over May, 1919.

Our exports of cotton this year, notwithstanding high prices, show a great increase over the exports of 1919. For the ten-month period ending May 31, 6,143,257 bales, or 1,698,408 bales more, of cotton were exported than during the same period last year. Nearly a million bales of this increase were in the exports to the United Kingdom.

Likewise imports of cotton this year over last made a decided gain. This year 651,590 bales have been imported, 463,581 bales of which came from Egypt, compared with 164,913 bales imported from all countries in the ten months ending May, 1919.

If it were not for the wonderful progress made in recent years in the development of sea-island or long-staple cotton in the Imperial Valley of California and in Arizona, this country would be to a greater extent dependent upon Egypt for this variety of cotton, so much in demand for automobile tire fabric. Since the growth of the tire industry our requirements for long-staple cotton have reached enormous proportions, and the tire manufacturers are striving to enlarge the source of supply in this country.

The Goodyear Tire & Rubber Co., through its subsidiary, the Southwest Cotton Co., has recently purchased 7800 acres of land near Phoenix, Ariz., for raising long-staple cotton. This brings the total area of land owned by that one company up to 36,000 acres. The company also has more than 20,000 acres leased for future needs, making in all 56,000 acres controlled by one tire company, 30,000 acres of which are under cultivation producing long-staple cotton annually.

The pioneer work of the Goodyear Company in irrigating portions of the Salt River Valley and starting the cultivation of cotton in the heart of an Arizona desert is a great achievement. Besides owning, with its latest acquisition, three towns, thousands of acres of land, cotton gins and other equipment, necessitating a force of over 2000 employees for its operations in Arizona, another Goodyear subsidiary has gone into the Imperial Valley and arranged to take large portions of the cotton yield of that long-staple producing region.

The farmer has been maligned and ridiculed by so many city people who haven't brains enough to farm that Mr. "Hayseed," as these incompetents love to call him, will soon show how much more can be made by selling a small crop at a big price than a large crop at a small price. Altruism doesn't rule the labor men who clamor for short hours and high pay, nor Wall Street financiers, and the farmers are beginning to take lessons from these folks. Henceforth the man who wants food will have to pay real money for it.

A platform that everybody can stand on is not worth the political timber of which it is constructed. What the people want is something to fight about.—Houston Post.

Don't worry. There will be plenty to fight about between now and November and the greatest fight lover will find enough to keep him busy.



## MORE LABOR TROUBLES FOR THE IRON AND STEEL INDUSTRY.

THAT was certainly a remarkable demand the "Amalgamated Association of Iron, Steel and Tin Workers of North America" made upon the union sheet and tinplate manufacturers at the recent Atlantic City conference looking to practically automatic unionization of portions of the steel industry, now non-union, and the mills had no alternative but to propose an adjournment to some time before the end of the present scale-year, June 30. That the Amalgamated Association was primed for a contest was shown by the prompt reply of the Amalgamated Association president that if there was to be an adjournment it would be to a date not earlier than the first Tuesday in September, as the men wanted a vacation, and it appeared to him that the manufacturers needed time for reflection.

For many years past the "memorandum of agreement" of the Amalgamated Association scale has provided: "It is agreed that when a scale or scales are signed in general or local conferences said scales or contracts shall be considered inviolate for the scale-year, and should the employees of any departments (who do not come under the above-named scales or contracts) become members of the Amalgamated Association during the said scale-year, the Amalgamated Association may present a scale of wages covering said employees; but in case men and management cannot come to an agreement on said scale, same shall be held over until the next general or local conference, and all men shall continue work until the expiration of the scale-year."

It will be noted that the above provision is not only that the men for whom the annual scale was signed shall continue at work, but that the newly-organized men shall also continue at work. The substitute upon which the Amalgamated Association insisted, and which caused an indefinite adjournment, provided not only that men organized during the scale-year could strike, but also that the men for whom the scale had been signed for the year could also strike.

The Amalgamated Association proposed to "inch." The hot-mill men in a sheet mill being organized, they could go to the picklers and organize them, promising they would get their scale, as otherwise the hot-mill men would strike. The employer would not care to have a strike on account of merely the pickling department, and might sign the new pickling scale. Then the hot-mill men and the picklers could get the annealers in, and so on, until the whole works would be organized. At least two of the sheet companies that have signed the sheet mill scale in the past have blast furnaces, and the blast-furnace workers could be organized on the same basis, these blast furnaces being then used to pry other blast furnaces into the Amalgamated Association. It would be a case of the tail wagging the dog, for the sheet and tinplate branches of the general iron and steel industry, while important in themselves, comprise but a small part of the whole industry, and even of the sheet and tin mills the Amalgamated Association, with the gains it made during the war, has controlled only about 40 per cent.

The Amalgamated Association did not think this plan up of its own free will. Ever since the Homestead strike of 1892 it has been quite a minor organization. In 1901 and 1909 it lost ground, and the only gains of any consequence it has made since the Homestead strike were during the war. The officials of the Amalgamated Association, however, were in danger of losing their jobs through the American Federation of Labor getting a hold in the iron and steel industry. The Federation has been attempting to organize the whole industry since the failure of the Fitzpatrick-Foster strike of last September, backed in a sort of way by the Federation, and if it succeeded the Amalgamated Association would be swallowed up, while if it failed the Amalgamated Association might go also.

At the Montreal convention of the American Federation of

Labor there was presented a resolution that the iron and steel industry be considered the exclusive field of the Amalgamated Association, and this resolution failed of passage. It has been reported that the Federation has been considering the calling of a general iron and steel strike July 1, this to be followed by an aggressive organizing campaign, and the Amalgamated Association wished to forestall any such development by getting into action first.

The selfishness of labor leaders is well illustrated by this controversy. With a few exceptions, the sheet and tin mill workers who belong to the Amalgamated Association are the best paid in the whole industry, and they seem to have been quite contented with their circumstances. They have an eight-hour turn, working six turns in the week one week and five turns each of the next two weeks. They are paid by the ton, on a sliding-scale basis, according to the average realized prices of sheets and tinplates shipped during bi-monthly periods. The next settlement to govern wages in July and August would give them double or more than double the wages they would receive if the commodities produced sold at their lowest prices.

The manufacturers can only conjecture what will be the attitude of these workers on July 1, when they will have to decide whether they will work without a scale or go on strike for enforcing demands that seem quite impossible to be granted. It is reasonably certain that some of the men at least will be disposed to keep on working and forget about the Amalgamated Association. The officials, however, may attempt to organize the non-union mills, not only the 60 per cent or thereabouts of the sheet and tinplate mills that are non-union, but also other branches of the iron and steel industry. The American Federation of Labor, reported to have its own plan for organizing the iron and steel industry, may attempt to carry out the plan, in which case we shall see interesting competition, and perhaps bitter competition, between two sets of organizers.

## WHERE BLINDNESS HAS BEEN COSTLY.

THE Clearing-House Association and commercial organizations of Kansas City have united in a telegram to the Interstate Commerce Commission calling for immediate relief in the way of cars for the shipment of grain. The dispatch says that there is about \$120,000,000 worth of wheat in Kansas, northern Oklahoma and western Missouri of last year's crop which has not been moved to markets on account of shortage in cars.

This is the disastrous situation which faces the farm people, the highway building material people, the coal people, and all other producing interests, and the effect is seen in high prices to the consumer.

Fundamentally, the whole trouble with America is a physical condition based on lack of transportation rather than a financial trouble. If all the stuff that is now on the cars or that is ready to be shipped could be promptly moved to the markets of the buyers there would be an immediate releasing of credits and of capital which would over night change the whole condition of affairs. It was easy years ago to foresee the absolute certainty of this condition, and it would have developed if there had been no war. The war only intensified and hastened it. But the Interstate Commerce Commission for years blindly shut its eyes to the facts and made it impossible for the railroads to secure money for adequate extensions, and a great many railroad men were just as blind to the facts as were the members of the Interstate Commerce Commission. And the Federal Reserve Board intensified the situation by lessening credit when slow distribution made more credit imperative.



## Efficiency and Success Penalized: Inefficiency and Failure Canonized

**A** PROMINENT banker, in commenting on the action of the Federal Reserve Board in forcing Liberty bonds out of the banks and in other recent work, said that it seemed to him the whole aim of Washington officials in recent years had been to make life a burden to business and to do all in the power of the Government to add to the labor of men who are trying to do things and to harass them with endless questions requiring much time and the work of many people to answer.

Another banker, very closely related to one of the leading Government officials in Washington, discussing the same situation, said: "No sooner does a man get into office in Washington than he loses all common sense."

Both of these statements are true. Apparently there is some inherent poison in the Washington atmosphere which is responsible for poisoning the minds of men of all political parties. Regardless of whether they are Democrats or Republicans, the poison apparently is promptly atmospherically injected into their systems. Men do things in governmental work which they would never do in private life. They take a distorted view of all the ramifications of business and put upon business men burdens which they themselves would not care to bear.

It might be said of the great majority of men in public life what Christ said of the Pharisees and lawyers:

**"For they bind heavy burdens and grievous to be borne, and lay them on men's shoulders; but they themselves will not move them with one of their fingers."**

**"But all their works they do for to be seen of men: they make broad their phylacteries, and enlarge the borders of their garments, and love the uppermost rooms at feasts, and the chief seats in the synagogues, and greetings in the markets, and to be called of men, Rabbi, Rabbi."—Matthew 23: 4-7.**

**"Then answered one of the lawyers, and said unto him, Master, thus saying thou reproachest us also."**

**"And he said, Woe unto you also, ye lawyers! for ye lade men with burdens grievous to be borne, and ye yourselves touch not the burdens with one of your fingers."**

**"Woe unto you! for ye build the sepulchres of the prophets, and your fathers killed them."—Luke 11: 45-47.**

The Treasury Department, for instance, recently delayed advancing the rate of interest by the Federal Reserve Board because it expected to be a heavy borrower and wanted to hold the rate down until it had absorbed all the money it needed and then it helped to advance the rate to the public. We have not the slightest doubt that the men responsible for this have no sense of guilt, and yet if done in private life they would feel that the men responsible for it had committed what was almost a criminal act, certainly lacking moral integrity.

It was recently estimated that the expenses to the income taxpayers of the country to fill in the income tax returns cost them at least \$100,000,000 a year for legal advice and the time required to work out the infinite details, most of which are unnecessary. But losing \$100,000,000 in order to try to solve the inexplicable problem of making an honest return is very small as compared with the mental harassment of every man engaged in varied business operations who tries honestly and intelligently to answer the almost interminable questions which are presented to him. None but an expert

accountant or a man who makes a business of filling out these income tax returns can possibly answer many of the questions intelligently. And yet every man and woman who has an annual income of \$2000 or more must go into the uttermost detail, although a very large proportion of such people do not keep any books or accounts which would enable them to answer these questions fairly and honestly or intelligently. Individuals and corporations having large operations find the task one which is almost interminable in the amount of work involved. But the Government heeds not the time thus lost and makes no effort to simplify the income tax questions.

The Federal Reserve Board is constantly flooding the banks with questions which involve a great amount of work, and we believe the very men who are responsible for sending out such questions would themselves feel that they were wholly unnecessary if they were engaged in business and not carrying on the campaign which in the end is an official repression and oppression of business; in that it imposes time and work which might to the advantage of the country be more wisely given to production operations.

Prior to the taking over of the railroads by the Government, the queries propounded by the Interstate Commerce Commission to the railroads were simply interminable. Millions and tens of millions of pieces of literature had to be printed and often wasted in reply to some of the useless inquiries of this commission. Apparently it seemed to matter not that these inquiries were merely intensifying the shortage of labor in railroad work, causing the printing of millions of dollars of unnecessary circulars and reports and making life a burden to railroad officials who had but little time in which to carry on the operations of their roads.

Washington has of recent years gone daft on this oppression of all business interests. It is a burden hard to bear. It is no longer regarded as creditable to create a great business interest, to establish a manufacturing enterprise larger than a one-horse affair or to open a mine and give employment to thousands of people. Success is now discouraged by the Government and penalties are imposed upon the hard-working men of ability, while non-success and inefficiency are put at a premium.

Creative work by men whose energy and initiative utilize the great resources of the country places a ban of disfavor by governmental authorities, and the land rings with the denunciation of almost every institution which becomes a pre-eminent success, apparently for the express purpose of currying favor with the mob mind which is rampant throughout the land today.

Success is in disfavor.

Failure and inefficiency and slackerism in work receive plaudits of the Government which fills the land with criticisms in advance of court decisions against business and places the laurel of success, or at least public glorification, upon non-success, institutional or individual.

The nation cannot long continue to live under such a condition, and unless there comes about a very great change for the better, the Ship of State will be headed for the rocks of destruction.

It is time for the thinking people of America, the business leaders, the constructive geniuses, the farmers, the honest-hearted laborers, whether union or non-union, to unite in a great upbuilding of a better sentiment and a larger appreciation of the things which make for national progress and prosperity.

## SIR CHARLES W. MACARA ON THE WORLD'S COTTON TRADE.

UPON the resumption of the Annual Congress of the International Federation of Master Cotton Spinners' and Manufacturers' Associations at Zurich, Switzerland, on June 9, vital questions pertaining to the cotton industry were discussed by European cotton manufacturers. In this issue we are publishing through the courtesy of the Textile Recorder an article from the *Revue Economique Internationale* of Brussels by Sir Charles W. Macara of England, the first president of the federation. The article is a comprehensive survey of the work of the International Cotton Federation during the past 16 years.

Shortage of raw cotton is the paramount problem of the cotton industry today, notwithstanding a large proportion of the textile machinery of Europe, other than Great Britain's, is unavailable for operation because of the destruction and damage by war. With the restoration of these mills, the raw material situation will develop into a crisis unless steps are taken to remedy it by greatly increasing the supply through better cultivation, development of new cotton areas in the Orient, and paying a price that will guarantee a living wage to the cotton producer.

At the first International Cotton Congress, held at Zurich in 1904, Sir Charles W. Macara voiced the prevailing sentiment of the meeting in the fight for cheaper cotton when the industry was confronted with high-priced cotton, speculation and scarcity of supply, when he said:

"No combination of holders of any raw material can long stand against a combination of users of that material."

History is repeating itself when after 16 years, and the interruption of war, the Master Cotton Spinners' and Manufacturers' Congress is again face to face with the question of high prices and under production of raw cotton. We are afraid that Sir Charles in his article following the Congress still believes in beating down the price of cotton regardless of the cost of production when he states that:

"There can be no question that principal among its tasks is that of meeting the threat of a shortage of the raw material. I believe that with proper organization the difficulty may be overcome."

And our belief is further strengthened by the fact that in reviewing the success with which cotton manufacturers met the problem of high-priced cotton 16 years ago by reducing working hours in order to curtail consumption of raw material, he said:

"The response gave the world a wonderful example of solidarity in an industry, both capital and labor submitting willingly to the sacrifices involved. Those sacrifices saved the cotton industry of the world. The call on the raw cotton market was eased, prices on the American market broke, and the speculators were defeated."

Yes, the cotton industry beat the price of cotton down and broke a few cotton gamblers, but in doing so it enslaved millions of cotton farmers of the South, chaining them to poverty for years.

Conditions today are vastly different. The difficulty of decreased production can never be overcome if the policy is adopted, as suggested by Sir Charles, of forcing down the price of raw cotton by a "combination of users" below the cost of raising it. Unless the cotton farmers of the South can be assured of a reasonable living profit for producing cotton they will have to turn to other crops, for they have been taught a lesson from years of bitter experience.

Comment is made at length on the great aid to humanity given by the organization of cotton manufacturers in stimulating production by the development of new areas of supply, and presumably in keeping the price of cotton down as in the past, at the expense of the millions of cotton farmers of

the South, but he has no word of condemnation of the profits of 200, 300 and 400 per cent and upward made by many cotton mills during the past year or so.

Sir Charles Macara states that the cotton industry and agriculture are inseparably bound together and gives this as an argument in favor of the League of Nations of which it seems he is an ardent propagandist. We can see no connection between the two unless perhaps from the viewpoint of European cotton manufacturers, the League of Nations, with England and other cotton manufacturing countries of Europe having the majority of votes against the United States' one vote, the Southern cotton growing States having none, would prove a great medium for controlling the cotton industry and the price of the South's cotton.

Not a word has been uttered as to the necessity of cotton producers receiving a living wage in all the pleas that are made by Sir Charles for increasing the cotton supply, though he recognizes that the cotton industry is entirely dependent upon the agricultural worker for its supply of raw material.

## SENATOR HARDING'S AMERICANISM.

FOUR years ago, as temporary chairman of the Republican National Convention, Senator Harding spoke as follows:

"This is the momentous hour for the blazing soul of American allegiance. The spirit of the fathers is calling and the safety of unborn Americans is demanding and the security of the republic is requiring that now and here and everywhere, under the Stars and Stripes, we proclaim a plain, simple, glad and unalterable Americanism."

"The Americanism which indexes these United States must be more than the consecration of the individual. In the great fulfillment we must have a citizenship less concerned about what the government can do for it and more anxious about what it can do for the nation. There must be the submersion of local and sectional feelings and the standards of nationality reared in their stead. Holding to the ideals of just American rights, the government must protect those rights, at home, on our borders, on the seas, in every land and under every sky. \* \* \*

"There is no geographical modification of American rights. They are the same in Mexico that they are on the high seas; they are the same in Europe that they are in Asia, and are sacred everywhere, and the American spirit demands their fullest protection. \* \* \*

"Americanism begins at home and radiates abroad. The Republican conception gives the first thought to a free people and a fearless people and bespeaks conditions at home for the highest human attainment. We believe in American markets for American products, American wages for American workmen, American opportunity for American genius and industry and American defense for American soil. American citizenship is the reflex of American conditions, and we believe our policies make for a fortunate people for whom moral, material and educational advancement is the open way. The glory of our progress confirms. The answered aspirations of a new world civilization acclaim. We have taken the ideal form of popular government and applied the policies which have led a continent to the altars of liberty and glorified the republic. We have justified pride and fortified hope. We need only to preserve and defend and go unflinchingly on. Power is the guarantor of peace and conscience, the buckler of everlasting right."

Nicholas Murray Butler at least proved that he was not a good sport and not fit for the job. What a sad reflection he is upon Columbia University.

## "Thoughts on the Causes and Consequences of the Present High Price of Provisions"

Now—1920; THEN—1776.

It is an old saying, hoary with years of age, that "there is nothing new under the sun," and, though not so aged, there is another saying which seems equally true, that "history repeats itself."

When men vainly imagine that human nature has completely changed, and that wars shall cease because of higher civilization, forgetting that until peace comes through a world acceptance of the Gospel they only need to go back and study history, whether it be found in the Bible or out of it, whether it be of modern days or of far, ancient days, for history is ever repeating itself.

The world is full of discussion today about high prices, about waste and extravagance of the rich and the poor, of the inefficiency of labor and the effort of laborers to produce less. Arguments without end are advanced to prove this theory or that, when, as a matter of fact, the same causes which existed under similar conditions through the centuries produced the same effect which they are producing now. A remarkable illustration of this as it bears on the question of high prices and wages following a great war, of inefficiency of labor, of the fabulous profits made by some profiteers and the influence of these on society is given in a story reprinted by the American Exchange National Bank of New York, taken from the "London Magazine, or Gentlemen's Monthly Intelligencer," published in 1767. There is scarcely a sentence in that article, written 153 years ago, which would not apply to the present condition. It was entitled "Thoughts On the Causes and Consequences of the Present High Price of Provisions." It is as follows:

"According to this writer, 'The present high price of provisions arises principally from two sources; the increase of our national debts, and the increase of our riches; that is, from the poverty of the public, and the wealth of private individuals.

"Whoever remembers the many millions annually borrowed, funded and expended, during the last war, can be under no difficulty to account for its increase. To pay interest for these new funds, new taxes were every year imposed, and additional burdens laid on every comfort, and almost every necessary of life, by former taxes occasioned by former wars, before sufficiently loaded. These must unavoidably increase the prices of them, and that in a much greater proportion than is usually understood:

"\* \* \* \* \* Besides this, every new tax does not only affect the price of the commodity on which it is laid, but that of all others, whether taxed or not, and with which, at first sight, it seems to have no manner of connection. Thus, for instance, a tax on candles must raise the price of a coat or a pair of breeches, because out of these all the taxes on the candles of the wool-comber, weaver and the tailor must be paid. A duty upon ale must raise the price of shoes, because from them all the taxes upon ale drunk by the tanner, leather-dresser and shoemaker, which is not a little, must be refunded. No tax is immediately laid upon corn, but the price of it must necessarily be advanced, because out of that all the innumerable taxes paid by the farmer on windows, soap, candles, malt, hops, leather, salt and a thousand others must be repaid, so that corn is as effectually taxed as if a duty by the bushel had been primarily laid upon it, for taxes, like the various streams which form a general inundation, by whatever channels they separately find admission, unite, at last, and overwhelm the whole. The man, therefore, who sold sand upon an ass and raised the price of it during the late war, though abused for an imposition, most certainly acted upon right reasons, for, though there were no new taxes then imposed, either on sand or asses, yet he found by experience that, from the taxes laid on almost all other things, he could neither maintain himself, his wife nor his ass as cheaply as formerly; he was, therefore, under a necessity of advancing the price of his sand, out of which alone all the taxes which he paid must be refunded. Thus, the increase of taxes must increase the price of everything whether taxed or not; and this is one principal cause of the present extraordinary advance of provisions and all the necessities of life."

"The other great source, from whence this calamity arises, is certainly our vast increase of riches. That our riches are amazingly increased within a few years, no one, who is the least acquainted with this country, can entertain a doubt. Whoever will

cast his eyes on our public works, our roads, our bridges, our pavements, and our hospitals, the prodigious extension of our capital, and in some proportion that of every considerable town of Great Britain; whoever will look into the possession and expenses of individuals, their houses, furniture, tables, equipages, parks, gardens, clothes, plate and jewels will find everywhere round him sufficient marks to testify to the truth of this proposition. This great increase of private opulence is undoubtedly owing to the very same cause which increased our national debt; that is, to the enormous expenses and unparalleled success of the late war; and, indeed, very much arises from that very debt itself. Every million funded is in fact a new creation of so much wealth to individuals, both of principal and interest; for the principal being easily transferable, operates exactly as so much cash; and the interest, by enabling so many to consume the commodities on which taxes are laid for the payment of it, in a great measure produces annually an income to discharge itself. Of all the enormous sums then expended, little besides the subsidies granted to German princes was lost to the individuals of this country; though the whole was irrevocably alienated from the public; all the rest annually returning into the pockets of the merchants, contractors, brokers and stock jobbers, enabled them to lend it again to the public on a new mortgage the following year. Every emission of paper-credit by banknotes, exchequer and navy bills, so long as they circulate, answers all the purposes of so much additional gold and silver, as their value amounts to. If we add to these the immense riches daily flowing in since that period from our commerce, extended over every quarter of the globe, from the new channel of trade opened from America, and the amazing sums imported from the East Indies, it will not sure be difficult to account for the opulence of the present times, which has enabled men to increase their expenses and carry luxury to a pitch unknown to all former ages.

"The effects of this vast and sudden increase of riches are no less evident than their cause. The first and most obvious effect of the increase of money is the decrease of its value, like that of all other commodities, for money being but a commodity, its value must be relative, that is, depending upon the quantity of itself, and the quantity of the things to be purchased with it. In every country where there is great plenty of provisions, and but little money, there provisions must be cheap, that is, a great deal of them will be exchanged for a little money; on the contrary where there are but little provisions in proportion to the number of consumers, and a great plenty of money or what passes for money, there they will inevitably be dear, that is, a great deal of money must be given to purchase them. These effects must eternally follow their causes in all ages, and in all countries; and that they have done so, the history of all countries in all ages sufficiently informs us. The value of money at the time of the Norman conquest was near 20 times greater than at present; and it has been gradually decreasing from that period in proportion as our riches have increased. It has decreased not less than one-third during the present century, and I believe one-half at least of that third since the commencement of the last war, which, I doubt not, could it be exactly computed, would be found to be due in proportion to the increase of its quantity, either in real or fictitious cash, and that the price of provisions is advanced in the same proportion during the same period.

"The increase of money does not only operate on the price of provisions by the diminution of its own value, but by enabling more people to purchase, and consequently to consume them; which must unavoidably likewise increase their scarcity, and that must still add more to their price. Twenty rich families will consume ten times as much meat, bread, butter, soap and candles as 20 poor families consisting of the same number; and the prices of all these must certainly rise in proportion to the demand. This effect of the increase of wealth in many countries of Europe, is very visible at this day, and in none more than in the northern parts of this island, who having of late acquired riches by the introduction of trade, manufactures and tillage, can now well afford to eat roast beef and therefore consume much of those cattle, with which they were formerly glad to supply us; and will not part with the rest, but at prices greatly advanced. The consumption of everything is also amazingly increased from the increase of wealth in our metropolis, and indeed in every corner of this kingdom; and the manner of living throughout all ranks and conditions of men, is no less amazingly altered. The merchant who formerly thought himself fortunate if, in a course of 30 or 40 years by a large trade and strict economy, he amassed together as many thousand pounds, now acquires in a quarter of that time double that sum, or breaks for a greater and vies all the while with the first of our nobility, in his houses, table furni-



ture and equipage. The shopkeeper, who used to be well contented with one dish of meat, one fire and one maid, has now two or three times as many of each; his wife has her tea, her card parties and her dressing-room; and his 'prentice has climbed from the kitchen fire to the front boxes at the playhouse. The lowest manufacturer and the meanest mechanic will touch nothing but the very best pieces of meat and the finest white bread, and, if he cannot obtain double the wages for being idle to what he formerly received for working hard, he thinks he has a right to seek for redress of his grievances by riot and rebellion. Since, then, the value of our money is decreased by its quantity, our consumption increased by universal luxury, and the supplies which we used to receive from poorer countries, now also grown rich, greatly diminished, the present exorbitant price of all the necessities of life can be no wonder."

## WHO CAN SOLVE THE RAILROAD PROBLEM?

Hartsville, S. C., May 26.

*Editor Manufacturers Record:*

There is today a very vital problem that must be solved, and if not solved right, will cause trouble, and I believe you could come nearer solving it than anybody else. The problem is this: A large per cent of the capital of this country is in railroad stocks, and it should be, it must be. There are other investments all over the country that will return many times the dividends that money invested in railroads will return. Cotton mills are paying operating expenses, repairing and improving their property, paying the stockholders 100 per cent yearly dividend. To make the railroad facilities of the country what they should be, investment in railroad stocks must be equal to the best investment. But if the earnings of the railroads are increased, railroad employees will strike for higher wages in order to get the increase. Therefore, it wouldn't help transportation facilities or encourage investments in railroad stocks to increase railroad earnings without doing something more than increase the earnings. The problem is: Increase the earnings, plus "X," find "X." A big problem for a big man. Solve it.

G. A. HARPER.

Mr. Harper has presented a problem for which no one has yet found a solution. Many years ago the MANUFACTURERS RECORD took the ground that if the hostility to railroads, whether justified or not, did not cease, the public would finally be the greatest sufferers, and it would not be possible to find the money for the extension of railroad facilities, and, therefore, we would reach a point where railroad construction and railroad expansion would absolutely cease unless the Government guaranteed interest on and final payment of railroad securities. It would be a great misfortune to reach a point where railroads could not sell securities unless guaranteed by the Government, but the foolish claim of the demagogues and the agitators to the effect that railroad earnings must be limited to a small income on the actual original cost of building these roads, which was so aggressively pushed some years ago in and out of Congress, wrote the doom of railroad expansion.

We then said that there was no power on earth which could compel the individual man to invest his money in railroad securities, and that we might rant and rave to our heart's content against railroads, but the only possible reason why people would invest in them would be for the speculative chance of a larger income on the securities than the agitators were willing to allow.

Take from capital the hope of a large profit, and you immediately destroy its spirit of adventure. "Nothing gained, nothing risked," is the controlling influence with every man who has money.

Many years ago railroad building was carried on aggressively because railroad promoters and bankers expected the possibility of large profits, and this chance made them willing to risk their money, even though many ventures proved unsuccessful.

Mr. Harper is quite correct in pointing to the fact that cotton mills and other industries are earning very large

profits, while railroads are barely existing and earning little or nothing for stockholders. Without credit they are forced to abandon all improvements, or, if they raise any money, they must pay a very high price for it. Comparatively little new capital is to be had at any price for railroads, and how could it be otherwise when a security such as a 7½ per cent bond issued by the Belgian Government sold last week on a basis of 97½, to be redeemed at 115 by lot, which would make the bonds redeemed next year yield over 24 per cent, and gradually on down with a decreasing percentage, but always certain to yield 7½ per cent on the face value of a \$1000 bond sold at 97½?

Railroads must offer to the investor a security as safe as a United States Government guarantee could be, and then the rate of income must be high, or else railroads cannot compete with industrial interests and with Government loans, which are selling at low figures. Either the Government must guarantee investments in railroads and at a high price for money, or else railroad owners must be permitted to work out some basis that will give to the security-holder a fair degree of safety, and with the opportunity of large rate of profit, commensurate with the profits of industrial investments and governmental securities. Government guarantee should not for a moment be considered unless no other way can be found to finance our railroads.

How shall we meet this condition, in the light of the point made by Mr. Harper, that as railroad earnings increase, the railroad labor men would immediately demand the bulk of all the earnings made?

How can railroad earnings be made to increase to a sufficient extent to draw the capital needed and yet so safeguard the interest of the investors that they will have a fair share as against the demands of railroad men? This is a problem of stupendous importance. Upon its proper solution hangs the fate of transportation interests of America, and upon transportation hangs the fate of business of all kinds—farm and factory alike—and ultimately the safety of the Government.

Elsewhere in this issue Mr. T. Fitzgerald, an engineer who has made a close study of railroad problems, presents a suggestion in regard to the financing and protection of stockholders of street railways and the communities in which they operate so that both sides would be benefited. Mr. Fitzgerald believes that this plan, if adopted, would bring a solution of the difficulties of public-service corporations in cities. If he is correct, the same solution might in one way or another be applied to railroads. The subject is one of such transcendent importance that we urge our leaders to study the question from every angle as to how to save our railroads, and we invite from men qualified to write on such a subject a discussion of these problems, which affect the life of the country.

## DON'T PRACTICE WHAT THEY PREACH.

WHAT a blessing it would be to you and me if union labor officials and agitators only worked eight hours a day! But, of course, if they did that they would never have risen from the ranks and become high-salaried bosses. Union men who adhere strictly to the eight-hour-day delusion will always remain—just union men. They will never become leaders, drawing fat salaries, or make a success in the business world.

If all the work and wind which will be expended upon the Presidential campaign could be utilized on farms and in factories, there would be no labor shortage this summer.



## HIGHER WAGE LEVEL FOR ALL RAILROAD WORKERS UNECONOMIC.

MANY striking facts on the railroad wage case are presented to the United States Railroad Labor Board by the Illinois Manufacturers' Association through Charles Piez of the Board of Directors, who was formerly the head of the United States Shipping Board. The Illinois Manufacturers' Association recognizes there is considerable justice in the demand for an increase among the lower-paid class of railroad workers, but the necessity should be emphasized that during these times of extraordinary prices a part, at least, of the increased cost of living shall be met by longer hours of service and increased output.

If the figures submitted in the railroad workers' wage increase of \$1700, as representing the lowest subsistence level, and \$2500, the lowest comfort level for an American family, whether received by a married or single man, are adopted, the Association raises the question of whether or not it would be fair to assume that every worker would be entitled to a scale of wages based on these minimums. However, it is believed that if such a scale of wages were applied to farm work, mining and every character of industry, it could not be met on a straight time basis. If it is only to apply to railroad workers, then it is a case of out and out class legislation for the benefit of the minority.

It is the opinion of the Association that at the very bottom of the present disturbed and unsatisfactory labor condition is the practice of basing wages on the cost of living, without taking into account the work performed for the wages. Wages cannot be paid unless they are earned. It is further pointed out that the ratio of advancing wages to lessened production has been one of the calamities of the war, for it has created the delusion that, irrespective of output, performance or character of service rendered, the worker is entitled to live on a certain scale. And it so happens, states the report, that during the most critical time in the industrial history of the country, when the consumption of commodities has expanded and world production of commodities has been greatly impaired, a shorter working day has been established, piece and premium forms of payment have been abolished, and the wage-earner has become imbued with the idea that he is entitled to a good living if he but spends eight hours at a job.

For the past 18 months industries have been adjusting their wage scales to meet the changed conditions, and the Association thinks that the Railroad Labor Board should be guided in the final decision of wages to be paid by the rates obtaining in similar crafts, and if the wage scale to be fixed for the transportation service is above that now current in the industries, it will force another readjustment of wages, followed by another increase in the price of commodities, thus intensifying to a crisis the vicious circle of high prices and high wages.

## THE "SQUARE DEAL" FOR ALL.

THE Chamber of Commerce of Philadelphia, through its Industrial Relations Committee, in the effort to prevent industrial warfare, has announced a platform which it calls "The Square Deal." This platform demands an open shop. It demands the recognition by employer and employee of the full responsibility of each for the faithful performance of all agreements or contracts into which they enter. As given in the Philadelphia Ledger, this "Square Deal" proposition denounces the sympathetic strike, or the lockout, or the infringement upon public rights in labor disputes, as indefensible and intolerable. It seeks protection for the employee, protection for the employer, and likewise protection for the public. Its platform is one which every commercial

organization in the country and every man who is interested in the welfare of the people of the land should study with care.

The rights of the public are superior to the so-called rights of the employer and the employee. No labor organization has a right to force the public to suffer by reason of strikes which interfere with the distribution of food and all other products, any more than it would have a right to bring about a complete cessation of food production in order to starve the people of the country into the acceptance of its demands.

If all the physicians in the country were united in an organization through which they permitted a leader to absolutely dictate the conditions upon which they would visit patients, and suddenly without warning to call them from the bedside of the suffering and the dying because of some fancied grievance in not securing just what they desired, they would not be more worthy of the detestation for their criminality of every honest thinking man and woman than is the labor man who under the direction of some leader compels food, which starving people are needing, to rot on the cars or on the wharves, and who in this way not only destroys the food that now exists but discourages the production of other food, because farmers cannot produce food unless they are permitted to sell it.

Men who undertake to call strikes for the purpose of starving the country into yielding to their demands, or who lessen the transportation facilities in cities or in the country at large for the carrying out of their own ends, are criminals against all society. They do not always understand the criminality of their acts, but if they will consider for a moment what it would mean for every physician in the country to forsake the bedside of the dying and let them die unattended, by reason of the demand of some organization which controlled them; or if they saw every farmer in the country deliberately refusing to produce a pound of food except for his own immediate needs in order to starve the nation into yielding to the demands of the farmers, they will perhaps get a fair idea of what their own efforts to obstruct transportation and to curtail the vast ramifications of all business interests mean, looked at from the moral standpoint alone.

Moreover, any strike of this kind only serves to lessen the employment of laboring men in the coming years, to break down the food supply, to prevent the building of dwellings. And so the club which the strikers use, vainly imagining that they are simply beating down their employers, rebounds as a boomerang against themselves and their own families.

## MAGNITUDE OF I. W. W. PLANS FOR DESTROYING FOOD CROPS OF WEST.

FEW people realize the extent of the malign plans the I. W. W. made for creating chaos and devastation in the grain growing regions of the West last summer. At the recent convention of the National Association of Fire Marshals there were exhibited a wide variety of incendiary bombs for starting fires in the wheat fields of Kansas. State Fire Marshal L. T. Hussey, and his force of 18 men, assisted by representatives of fire insurance companies and Secret Service men, waged so successful a campaign against the reign of terror planned by the radical labor element that out of a crop value of \$371,000,000 only a \$254,000 damage was reported.

Through an intercepted letter sent out by the I. W. W. organization containing plans and the names of I. W. W. agents and organizations in various parts of the State, the authorities were able to make a good many arrests and to secure a large quantity of I. W. W. literature. To this failure to get the literature and instructions distributed is at-

tributed the success of the Fire Marshal in preventing a disaster to the food crop of Kansas.

It is estimated that the I. W. W. had about 500 organizers in the Kansas section. Among these members were skilled chemists and bomb makers who made incendiary apparatus, devilishly ingenious in their simplicity, for producing and spreading fire and destruction. The bombs were of many types, ranging all the way from a combination of uncommon chemicals to ordinary matches placed in a box having a glass top so arranged as to focus the sun's rays on the match heads and cause them to ignite. They were all of the time-bomb variety, not igniting until the culprit was far from the scene, and had had time to establish an alibi. A number of barns in the wheat belt were burned during the harvest season from mysterious fires, which were doubtless the result of I. W. W. activity.

This is not an account of the acts of savages in an uncivilized country. It is all the more fiendish in that these crimes were committed in the twentieth century by educated, supposedly civilized, men against the men, women and children of the United States.

#### TURNING A Y. W. C. A. CONVENTION INTO A SCHEME FOR TEACHING SOCIALISM.

A FEW weeks ago there was held in North Carolina a Young Women's Christian Association convention attended by several hundred delegates mainly young women from Southern colleges. The convention was in session about two weeks and lectures were delivered daily by the speakers engaged for the occasion. One of these speakers was a rankly socialistic minister, or one who at least still bears the title of reverend. These young women, fresh from their colleges, full of enthusiasm of Young Women's Christian Association work, were a fertile soil into which to sow the seeds of socialism, for this socialistic preacher was heralded to them as a wonderful man, and yet day after day he proclaimed his doctrines, and among other things suggested to these young women the reading of "The Nation," a publication the reading of which could not possibly, we believe, benefit any young woman. Far better would it have been for these young women if they had not attended that Y. W. C. A. convention. They supposed that they were there for the purpose of a religious conference, and to a large extent there was a religious atmosphere; but the preaching of socialistic doctrines on such an occasion was all the more unworthy of the work of the Y. W. C. A. or of the people who are responsible for the management of that convention. Southern colleges need to be very careful as to the character of the men who are permitted to become speakers before their students.

And this brings to mind a statement which has come to the MANUFACTURERS RECORD that at least among some of the colleges for women in the South there is a rank sentimentalism in favor of Germany. The word is passed from place to place, so we have been told, that we must forgive Germany and think kindly of Germans, notwithstanding the fact that there has been no word of penitence coming out of Germany or from the German people. They are still the same arrant people that they have been through the centuries, still in public places singing their song of "Deutschland Ueber Alles," still denying that Germany was conquered, and still planning, looking forward to the time when once again they may be able to enter upon a world war for German domination of the world.

Christianity does not teach us that the unrepentant sinner is to be forgiven, and until Germany in sackcloth and ashes shows penitence for its atrocious crimes, any development of sickly sentimentalism in behalf of Germans spread through colleges or Y. W. C. A. is merely aiding to break down the moral

forces of America and is a part of the German propaganda. Let it not be forgotten for a single moment that the German propaganda will continue in all its devious ways to do the work which it was so successfully doing prior to our entrance into the war. In this and every other country German and German sympathizers will be quietly, but effectively carrying on their campaign. Indeed it has recently been proposed in Germany that a very large emigration shall be encouraged by the Government for the express purpose of sending Germans out into the various parts of the world to carry on propaganda in the interests of their country.

We wonder if it is indeed true that there is being spread through the colleges of the country, or through religious organizations, a sickly sentimentalism in behalf of Germany.

#### LITERATURE AND INTERNATIONAL POLITICS.

THE latest award of the coveted Nobel Prize for distinguished performance in the field of letters has been given to Jacinto Benavente, a notable Spanish playwright.

There is significance in this beyond the mere recognition of literary merit. The Nobel Prize emanates from Sweden, and throughout the war the world has been fully conscious of the pro-German sympathies of that country. Now it happens that Benavente is the most pro-German of all the Spanish writers, and his selection as the recipient of this handsome gift suggests the watchful eye of the Teuton. He announced that he was pro-German before the war, pro-German during the war, and pro-German would he remain forever. His ability is undoubted, but there are others.

The distinguished success in Spanish letters has been achieved by Vicente Blasco Ibanez, who has written the greatest among all the books that reveal the meaning and horror of the German invasion of France. He was pro-Ally, intensely so, and he has interpreted the Hun in a work that will endure as permanent literature.

This transcends the attainments of Benavente so far that, in passing over Blasco Ibanez, the committee in charge of the Nobel trust lays itself open to the suspicion of judging by a man's proclivities in international politics rather than by the notability of his achievement.

#### OVER HALF A BILLION DOLLARS NEEDED FOR HOUSE BUILDING IN NEW YORK.

IN order to relieve the housing situation in New York City, representatives of financial institutions and insurance companies reported to the Mayor's housing conference committee that \$550,000,000 is needed for the construction of at least 100,000 apartments. Similar conditions prevail proportionately in practically every community, and a vast sum of money is required to finance urgently needed home-building operations. Little improvement can be expected unless money can be made available for this form of investment by insurance companies and financial institutions, as the opinion was expressed by many at the meeting that the Federal and State income tax on mortgages was driving the money out of the mortgage market.

Walter T. Stabler of the Metropolitan Insurance Co., who presided at the meeting, said that if the Congress did not do something to relieve the money market, a crisis in the housing situation would soon come. Investors in mortgages are withdrawing on account of the heavy income tax levied, and he advocates the total exemption in both the Federal and State income tax law for real estate mortgages.

Reports by the leading institutions represented at the meeting indicate that loans have been made on new construction since January 1 ranging in the aggregate from \$1,000,000 up to \$70,000,000, most of which applied to apartment and home-building operations.

## IF WE CAN BE WORTHY OF SUCH COMMENDATION WE SHALL BE MORE THAN SATISFIED.

J. LEM SATTERWHITE,  
Proprietor The Satterwhite Mills.  
I Grind Everything That Grows on the Earth or in It.  
Sanitary Table Meal a Specialty.  
227 South Ninth Street.

Opelika, Ala., June 18.

Editor Manufacturers Record:

Reading Mr. D. A. Neese's "slush" letter in issue June 17, *Manufacturers Record*, recalls my feelings some two years ago when I scanned over the first one or two copies I had ever seen of the *Manufacturers Record*, to which I had subscribed, thinking it a machinery journal. (I confess this with shame.)

My first thoughts were "stung again," and with a black Republican sheet. But I stuck to it and soon began to see the light. I was one of the millions who was a Democrat because grandpa was, and an American because I was born in the United States.

I soon quit reading it; I began to absorb it. It was the food I had longed for and thirsted after. I am a plain, ordinary, uneducated man; your journal has stated in plain words those principles that I have always felt and loved, but never knew how to express. I have learned more about democracy and Americanism in the two years I have read the *Manufacturers Record* than I had learned in all the previous forty years of my life. And should I live forty more years, I hope to receive a copy each week.

May you live long and continue to scatter those truths over the land. This is what common people think of the *Manufacturers Record*.  
J. Lem Satterwhite.

Lincoln said, "God must have loved the common people, for he made so many of them," and the "common people," who are indeed the real people of America, must save our country or it will never be saved. We hope to be numbered among that class, and they are the people whose good will we esteem.

## AVERAGE COST OF PRODUCING WHEAT \$2.15 PER BUSHEL—SUCH A PRICE WOULD HAVE MEANT LOSS TO HALF THE FARMERS.

THE cost of producing wheat of the 1919 crop was as low as \$1 a bushel on just two farms out of 481 included in a cost-of-production study just completed by the United States Department of Agriculture. On 20 farms it was \$5 or over. The bulk of the farms produced wheat at a cost somewhat less than midway between these two extremes. The average cost per bushel for all farms was \$2.15. At such a price half the farmers in question would have lost money on their wheat. Fourteen representative districts in the wheat belt were visited by the field men of the Office of Farm Management in making this investigation.

In the winter wheat areas costs ranged from \$1 a bushel for two farms to \$8.20 on one farm. The average cost was \$1.87 for 284 farms. If the price received had been \$1.87, more than half of these winter wheat growers would have produced wheat at a loss.

In the spring wheat areas the average cost was much higher—\$2.65 for 197 farms, the range running from \$1.10 for one farm to \$5 or over for 17 farms. If the price received had equaled the average cost, between 50 and 55 per cent of these spring wheat growers would have failed to break even.

Yields averaged 14.9 bushels per acre for the winter wheat farms and 8.4 bushels for the spring wheat farms, and the cost per acre \$27.80 for winter wheat, as against \$22.40 for spring wheat.

Department specialists, in cost of production studies, point out in this connection that, for the farms covered in this inves-

tigation, the so-called "necessary price"—that is, the price necessary to give the producer a fair degree of certainty of making a profit—would be found at a level considerably above that of the average cost of production. For example, "to allow a profit on 80 per cent of the wheat produced on the farms covered by this study, the price would have to be about \$2.60, as compared with an average cost of \$2.15. At a price covering the average cost plus 10 per cent, 75 per cent of the crop would be covered, but 40 per cent of the growers would still fail to break even."

## "FOR THE COMMON GOOD."

VIRGINIA has brought into existence an organization known as "The Virginia Association for the Common Good." The very name immediately commands attention, for no organization could have selected such a name without having for its purpose the doing of the things which make for the common good of all classes and all parts of the State. This organization, the objects of which are given in this issue by Mr. William T. Dabney, the secretary, should be an inspiration to the thinking business people, and that practically includes everybody, for everybody is a business man unless he is a loafer, and should stimulate people everywhere to similar good work.

The organization in Virginia has spread to every district in the State and from Virginia it is passing on into the more southerly States where similar organizations are now being planned.

The object of this association is to thoroughly investigate through a strong non-partisan working body everything which bears on the welfare of the State and when after thorough study the situation is understood, to present the matter to its members and to co-operate in such legislative work as will make for the best interests of the whole community.

The organization is remarkable for its name and the work it is doing and for the character of men who compose its official body, fully justifying, we think, the statement by Mr. Dabney that it has the most influential directorate ever formed in Virginia. We commend the story of this organization and its work to every lover of his country and to every man who is interested in the protection of his own community and of the whole nation.

## PEANUTS IMPORTANT SOUTHERN MONEY CROP.

FEW crops have experienced such a rapid growth in acreage and production as has the peanut during recent years. And the South is the greatest gainer. Unknown commercially before 1870, the Agricultural Department reports the yield reached 45,886,000 bushels raised on 1,861,000 acres in 1918.

A decided slump in both production and acreage occurred in the past season, with only 1,251,000 acres planted, resulting in a yield of about 33,260,000 bushels. The price of peanuts was so much greater in 1919 than in the preceding year, however, that, according to the Bureau of Crop Estimates, the total farm value on December 1, 1919, was \$79,839,000, or only \$90,000 less than the total value in 1918.

The peanut market this year thus far has been steady, having neither sudden drops nor abrupt advances as experienced in former years.

The rapid growth of the peanut industry has caused a brisk increase in the development of peanut by-products, among the most important of which are peanut oil, peanut meal, peanut hulls and peanut flour.

A national advertising campaign to explain the methods of preparing raw peanuts should result in new outlets and should greatly increase the demand for the raw nuts.



# Finance and Food in the United States

## As Viewed in England

By MORETON FREWEN in London Telegraph.

When writing to you last March from New York I drew attention to the interesting cross-currents which complicated the financial position. East, Middle West and West, that community seemed to the visitor surfeited with wealth and prosperity. Their foreign exchanges were so favorable that three dollars and a quarter had come to be worth our pound sterling. On the other hand, their clever men and their responsible men of affairs were honestly alarmed by the very portents of increasing prosperity. There must, they said, be something very wrong somewhere; the pace was too good to last; the credit elasticity bred of the Federal Bank Act of 1913 was surely too "elastic." Too little was yet known by the twelve little oligarchies who were working the twelve Federal banks as to the entirely novel financial situation created by this act. There were far too many new millionaires, they said, bobbing up in each of their twelve zones. It was never intended by Providence the country should thus "get rich quick." Uncle Sam was being hoaxed to become the world's bill discounter. This would never do; the part of wisdom was to "deflate" (that blessed word of "extreme unction")—to clip all credits. Anyone who makes money except a banker is in modern parlance a "profiteer," and whatever the American "profiteer" had left after the payment of predatory taxes, that balance it was prudent public policy that the banks should take through higher rates of interest and through the demand for "more margin" on loans; yes, on loans, even though secured by Liberty bonds. The part of wisdom, one great banker wrote, was that Liberty bonds should be thrown out of the banks to "settle down" in the strong-boxes of the "great estates" and the trust companies.

It is very important that we here should size up this treatment of the American citizen by the authorities in his own country. Mr. Otto Kahn of New York, who was here a few days since, was very frank in his condemnation of the modern American method of confiscation by taxation. "How," he said, "can America help Europe when every American is working late and early to fill up a thousand new tax forms?" If "America"—which, for the purpose under review, is President Wilson's Administration, and his Congress, which went into obscurity, utterly condemned at the elections of 1918—mistreats her own people after a fashion so stepmotherly, how right Mr. Kahn is in warning us to take no stock in the lavish generosity with which American travelers in Europe continue to beguile their "interviewers"!

### The Federal Bank Act.

To those of us who regarded the Act of 1913 as harbinger of a new and better day for world finance, the recent scare in America is truly depressing. This great measure of financial reform had appeared to us to have carried the United States so splendidly through an unprecedented crisis that it was also capable of the very widest application to the needs of the British Empire. Its very success, it would appear, has alarmed immensely powerful interests, which have combined to frustrate the intentions of its founders. The world of finance owes this act, first of all, to the late Senator Aldrich of Rhode Island, and next to Senator Aldrich, then perhaps to Senator Owen of Oklahoma. It is little wonder that Senator Owen feels aggrieved. To most traders and merchants the financial position in America appears to be one of great and growing strength. What, then, had occurred to alarm Wall Street and to cause all the usual machinery of credit "contraction" to be set in motion. On May 14 Senator Owen wrote at great length to Mr. W. P. Harding, the Governor of the Federal Reserve Board, much as though Mr. Austen Chamberlain were to write to expostulate with the Governor of the Bank of England. A single paragraph will suffice to convey the view of Senator Owen. Your readers have no doubt a general idea as to the financial federation which was constructed by the act of 1913. The existing banks affiliated themselves with a Federal Reserve Bank within their zone, and the annual profits of the dozen Federal Reserve Banks have quickly grown to something over a hundred millions a year. So Senator Owen writes:

"The member banks pay from 2 to 4 per cent for deposits, and

normally lend their money at 5 to 7 per cent, the margin being about 3 per cent. The Reserve banks pay no interest on deposits, and 3 per cent is a rate high enough to enable them to make all the money they are entitled to make out of the public. On a 4 per cent rate the Federal Reserve Bank of New York last year made 110 per cent, and I suppose on a 6 and 7 per cent rate they will make this year about 160 per cent."

It is little wonder that this Senator, who regards himself as more responsible than any man now living for the act of 1913, describes this New York finance, which is so contrary to the spirit of the act, as "scandalous profiteering." The world was assured, when the Federal Bank Act was placed on the statute-book, that money panics were mere matter of history, and that trade and traders could in future rely on cheap and abundant money. At a moment when the act seemed to be functioning quite brilliantly and to have filled a continent with prosperity and with the sense of security, what has happened to justify the Cassandra cries of a few financial magnates? It is little wonder that a community which but a few weeks since believed it had found financial freedom, is today gravely disturbed. I venture to ask for a suspension of judgment on the part of your readers. In 1913 the United States freed herself through this act from a monetary tyranny even greater than we here have groaned under since Peel passed the act of 1844. The Federal Bank Act was for all workers the Charter of the New Freedom. If it is not, as I consider it is, a most brilliant success, be sure that every endeavor will be made here to drag us back through "contraction" and through reactionary legislation under specious appeals that "deflation" is also due here.

If ever a tree was known by its fruits, the wonderful results of freer banking in the United States who runs may read. The South is agrarian, just as Ireland is. The South is, unlike Ireland, "reconstructed" and clear of political grievances. Prices—the price of cotton, of corn and tobacco, of "hogs and hominy"—are just jumping from day to day. No wonder, writes Richard Edmonds, "the South sings a song of gladness."

He writes:

"Out of a depth of poverty in 1865 far beyond what Germany or France or Belgium have endured; out of a Bolshevistic ten years of reconstruction due to unscrupulous 'carpet-baggers'; out of a labor chaos such as no other country has had to endure; out of the loss between 1865 and 1900 by emigration of 5,000,000 native whites—a greater drain than four years of war; out of the economic slavery of its cotton growers by reason of the effort of Europe and of New England to beat down and hold down the price of cotton below the actual cost of production, the South has now emerged triumphant, and is beginning to see abounding prosperity, which lifts the burden from all classes and thrills the South with the music of progress, the roar of the furnace, the throb of the locomotive, the buzz of the saw, and the whirr of the spindle. No wonder the South sings a song of gladness. No wonder it is busy building factories and highways and schools and churches. In these things it must fill up the vacuum of half a century, during which it was trying to save Anglo-Saxon civilization in this region, which for years was in danger of becoming a San Domingo, eking out at the time a bare existence while it saw all other sections rolling in almost boundless wealth."

Such are the results of the high prices, of "inflation," throughout the "solid South"; that is what the Federal Bank Act has done for thirteen great States. And again are we to learn nothing from the clever banking of the Hun? Under the charter of their great State bank, the Reichsbank, it has to pay 5 per cent to the Government, not to its shareholders, on its fiduciary issues, and after there has been paid to its shareholders a dividend of 3½ per cent, the next 70 per cent of all the profits of the bank is paid to the Government.

### The Menace of Food Shortage.

But far more important than these wholly unnecessary alarms as to the financial situation is the very real danger of a food famine just ahead of the United States. I drew frequent attention to



this in my recent letters from America, but the situation is infinitely more sinister than six months ago I had supposed. That very important trade organ, the MANUFACTURERS RECORD, for May 6, in its leading article, does not in any degree exaggerate the danger of the situation when it declares:

"In lessened food supply may be hatched the egg of revolution. The question of the League of Nations, of soldier's bounty, of Democratic or Republican supremacy, are mere soap-bubbles blown by children as compared with the mighty food question. Heavy pay to industrial workers and short hours of labor are like great magnets which draw men and women from the farms to the cities, decreasing the number of farm producers and increasing the number of food consumers. Such economic forces may eventually push food prices so high as to wreck our State and our civilization."

The MANUFACTURERS RECORD proceeds:

"The estimated decrease of 248,000,000 bushels of winter wheat, as compared with last year, due to a decrease of 12,000,000 acres in the area seeded, is one of the most alarming food situations which this country has ever faced. It is alarming not simply because this great decrease in the wheat crop means a very high price for flour, but because the decrease in wheat acreage is merely indicative of the general decrease in the acreage of other crops. \* \* \* The farms have been drained by the cities until the production of sufficient food to meet our actual necessities is so much endangered that it is probable the food prices of today will twelve months hence seem very cheap. \* \* \* It is not within the power of the farmers to change the situation. With the utmost stress of their activity and working from dawn to dark they cannot produce food enough for the nation's need. And there is no earthly reason why a farmer should be expected to work longer hours than an industrial worker, and these and railway hands are insisting on an eight-hour day. If the farmers and farm hands followed this example, foodstuffs would double in price over night. \* \* \* We are face to face with a farm situation which has in it the menace of a real food famine. Blind indeed are the men who do not recognize these dangers. A food famine would mean social anarchy and Bolshevik unrest, because the public does not understand the cause of these high prices and does not recognize that the rate of city growth is enormously increasing the number of food consumers at the expense of the number of food producers. It has become the duty of every teacher and preacher and of every newspaper to enlighten the country as to this great peril at hand. It is incumbent on every intelligent man and woman to stem by all means possible the rush from the country to the city."

Such is the nature of the crisis in full sight. It is the very crisis which to one supremely able American, the late James J. Hill, was crystal-clear twelve years ago. Hill dilated on this peril in his speeches at Crookstown and at Madison in 1908; but he believed that instead of a twelve years' interval, this terrible food spectre was not due for forty years, and thus it was that his wise counsels fell on the deaf ears of those who by temperament are ever prone to say, "After me the deluge." Hill's specific was in a radical change in farming methods—a change to a more intensive cultivation. He pointed out that the average wheat product per acre of the United States was but 13 bushels.

"Ten bushels per acre," he said, "which has been a not uncommon yield in the Red River Valley in recent years, gives \$6.38, or a positive loss of \$1.51 per acre. But suppose you raise 24 bushels to the acre. Twenty-four bushels at 75 cents will give you \$18—the profit is \$10 per acre. In other words, there is as much profit from one acre raising 24 bushels as from 10 acres yielding 12 bushels. A good farm of 80 acres well tilled is better than 320 acres half cropped."

Memorable words indeed, coming from that high authority. But Hill admitted that the change he contemplated to mixed farming throughout the Middle West States would require for its adaptation fully thirty years, and this being so he thought that the danger point was still thirty to forty years away. That was his error of judgment, for now, only twelve years later, the worst of the crisis is at hand.

#### Food and Finance the Remedy.

But had Hill known that which has now broken on our vision, namely, that in the far Northwest of Canada there is today available for settlement at least 75,000,000 acres of "fifty-bushel"

lands, he would have seen also that the nation's danger could be grappled with by his own arm and art—the steel rail. And if the world of today is to be saved from great disaster, it can only be by the immediate construction of the Peace River Railway and by the opening of the great sea lanes from there through Hudson Straits. It is useless to look to the "ten-bushel" lands of the Argentine; to the "fourteen-bushel" lands of Minnesota, or even to that small area of "thirty-bushel" lands in the Nile Valley. The world's needs can be supplied only, if at all, from the great Peace River parallelogram, where the product of a single man's labor, assisted by 20 hours' strong sunshine, is equal to that of five workers on the thin soil of the River Plate, or even of the Red River Valley.

A concluding word about the finance of this vast project, as to which no little progress has been made since I outlined it in your issue of April 10. The Peace River Corporation, its headquarters New York, may require for its railways, for its steamships on 3000 miles of tributary waters, for its grain elevators, and vast irrigation works, £100,000,000. The 6 per cent bonds can be floated in New York at par, as required, if Parliament here will guarantee the bond issues of the Provincial Legislatures in British Columbia and Alberta. In return for our "underwriting," as I suggested in my letter of April 10, our Treasury should receive £50,000,000 of the hundred million issue of common stock; the New York Peace River Corporation £25,000,000 (their entire remuneration for financial and executive responsibility), and the two Provincial Governments the remaining £25,000,000. If the Mother of Parliaments will undertake the underwriting of similar vast operations throughout the British Empire, our national debt can be amortised speedily without taxation. Given a sane central banking system, in 30 years a financial federation can be established within the empire which will link up for the benefit of every citizen nearly one-quarter of the globe.

#### Agrees Fully with Position Taken by Mr. Stokes.

Elk National Bank,

Fayetteville, Tenn., June 7.

Editor Manufacturers Record:

I have just read with much interest the article by Mr. Stokes on the action of the Federal Reserve Board, and in reply beg to say that I agree thoroughly with the views expressed in the article.

His reference to the action of Mr. Chase in a situation years ago convinces me that at this time we need a Chase in the place of Mr. Harding, who is dictating the policy of the Federal Reserve Board.

H. E. DRYDEN, President.

#### The Federal Reserve Board Punishing the Sober, Hard-Working People of the Country in Order to Check Those Who Have Been Financially Drunk a Mighty Poor Policy.

The First National Bank,

Cotton Plant, Ark., June 12.

Editor Manufacturers Record:

I have read your letter of June 4 with much interest, and note the statement of one of the private banking houses in New York as to how England is meeting the situation. I am led to wonder how on earth England would have met the situation and maintained the relative gold reserve maintained before the war, reserves that I presume were fixed in their relative proportions because the supply of gold and the demand of credit indicated the relativity; and wonder what the result would be if England should withdraw all credit money from circulation to the amount that would re-establish the pre-war ratio of gold reserve to note issue. The farmer has made his crops and borne all the expense of planting and cultivation at inflated prices, and is now gloomily facing the prospect of having to sell his product on a market of shrunken values. He bought his feed, paid for his labor and seed and equipment and all things entering into the cost of making the crop on a market in which money was representing the value of his product at considerably above what it will represent the value of it to be when he must sell. I believe that the farmer himself should have some say in the manipulation of prices by regulation of the supply of currency.

I recently talked with the Governor of the Federal Reserve Board, and he explained to me that the people of the country have been on a financial drunk in extravagant living, automobiles, diamonds, furs and theaters, etc., but I know that this is not true of my section, for a large number of those producing cotton over this territory have never seen inside a theater, and after meeting the high cost figures of making this crop with low return figures for the product, there will only remain with the farmer the recollection of difficulties in financing his requirements and all the discouraging conditions under which he worked and the bitter disappointment of the shrinkage that took place during the interval. We know that all the young men and women with ambition and high spirits are going to the cities, where living

conditions are more attractive to them, and the prospects of low returns for our crops are making the conditions for those who are farming more intolerable and discouraging our efforts.

The debts due by the farmer to the merchants and the banks are represented by definite figures and, no matter what the intrinsic value of the dollar is, these debts must be repaid by the same number, and if it becomes necessary to lower the gold reserve requirements, as other countries have had to do (I understand that the total gold reserve is about 12 per cent for the world), to meet the need for an adequate supply of currency to prevent a contraction of production, this would seem preferable to contraction of industry and production.

H. C. ARGO, President.

## "Europe Laughing at Our Financial Timidity"

CONDITIONS ABROAD AS SEEN BY AN AMERICAN BUSINESS MAN.

[Special Correspondence Manufacturers Record.]

Philadelphia, Pa., June 19.

"Europe is laughing at America," said Mr. Wm. W. Hearne, Vice-President of the Matthew Addy Company, iron and steel merchants of Cincinnati and Philadelphia, who has recently returned from a tour of Europe and a study of business conditions there, to the MANUFACTURERS RECORD. "Though prices in Europe," said Mr. Hearne, "are in many cases higher than in America, Europe is not thinking of panics, though while I was there telegrams from America constantly talked of impending business depressions and panics, and Europe laughs at us for our timidity."

"I found the iron and steel situation," said Mr. Hearne, "in Great Britain to be almost identical with the situation here." And further discussing the impressions formed by a careful study of conditions throughout Europe he said:

"There is an enormous demand from all sections for castings, fabricated material and all articles made of iron and steel, but the manufacturers are not able to supply the demand because they cannot get a sufficient supply of raw material.

"While in England I saw published a picture showing a coal miner standing alongside a piece of coal representing the quantity of coal produced per man in 1913 and the amount produced per man in 1919, and the contrast was startling. England depends for her ore supply largely on ore brought from Spain and from Sweden. In the period January through April, 1920, she brought in 25 per cent less than in the same period of 1913, although her blast furnace capacity was greater. This shortage was not caused by the price, as all the ore is sold on a base price of 50 shillings delivered. This price is based on a freight rate from Spain of 17 shillings, all advance in freight to be paid by the buyer, and freights in April were about 50 shillings. Our ship brokers assure me that there is more ocean tonnage today than in 1913, but that owing to the delays in loading and unloading, the ships were not able to handle 75 per cent of the tonnage handled in 1913. In other words, the shortage of raw materials which exists the world over is due to a failure of labor to accomplish as much as it did in 1913.

"There are no evidence of a lack of food, but sugar, eggs and butter are high just as here, in fact, prices are almost identical. Some one said I only saw the rich. There are no poor in England, Holland, Belgium or France, except those who do not work either through sickness or inability or through unwillingness, and wages have been advanced a greater percentage than in America.

"Pig-iron is selling at \$10 a ton, and more, higher in Great Britain, Holland, Belgium and France than in the U. S. A.

"The hotels are doing an enormous business, as travel is heavy in spite of the fact that it costs more per mile to travel in England than in the United States. The third-class rate is 1½d or 3 cents per mile and first-class is 3d., or 6 cents per mile, and the first-class carriages are fully as crowded as the third. Hotel rates are two or three times as high as before the war.

I did not see any evidence of prices in retail stores being marked up higher for Americans than for natives. In most stores in Great Britain, Antwerp, Brussels and Paris every article has its price tag on it in figures so you can see for yourself. On account of the rate of exchange an American has an advantage in Great Britain, Belgium and France, but not in Holland. We had the finest meals we ever ate in Holland and paid New York prices for them. The Holland hotels had a great many German patrons and they seemed to be perfectly able to pay their hotel bills.

"The German manufacturers are working in connection with their government, and are trying to enforce economy on their people by raising their prices very high for domestic use and selling for export at the best prices obtainable, so as to raise the value of the mark in the exchange market. This information was given me by a manufacturer who is selling his entire output to British houses, who are distributing it and paying my informant in pounds. He pointed to the recent advance in German marks as a confirmation of his story.

"I was much interested to learn that the German Government did not seize 'enemy-owned' plants in Germany during the war.

"The same situation exists in Belgium as in England, they cannot get as much pig-iron, steel or coal as they could use.

"In Belgium there are no idle classes. Tourists will not find many signs of war, except in certain places. These industrious people have not time to stand around waiting for tourists, but have hustled along and repaired their houses, filled up the shell holes and ploughed them over, so that the only evidence this year is a small depression where the earth has sunk, and next year's plowing will eliminate all trace.

"It was rather interesting to note how consistently and thoroughly the Germans had destroyed every iron works, big or little, foundry, forge, blast furnace or rolling mill. They certainly intended to put Belgium and France out of the iron business. But it was also surprising to see how many of them have been repaired or rebuilt and running. You could pick them out as you passed, by the new bricks and new roofs.

"There is more land under cultivation in England than ever before and their markets showed the benefit as early vegetables were plentiful. This is also true in Belgium and France.

"Austria is in the worst condition of any country, for the reason that the treaty took away from her practically all her industrial enterprises and left her with Vienna, a large city, and no hinterland to draw from.

"Our foreign friends are laughing at us. The telegrams from America talked of impending panics and reductions in prices when our prices are now 20 per cent lower than theirs and when we are supposed to have all the money. If iron prices were reduced \$5 per ton, there would not be ship room enough to carry our iron and steel to Europe.

"Fortunately for the people of Western Europe and Great Britain the last winter was mild and the spring early, so that crops were much further advanced with them than with us, so that they will not have to spend so much money abroad for food and will have more to spend for manufactured goods."

# England Expanding Her Trade and Credit While America Talks Panic and Curtails Credit

DAVID CRUTCHFIELD DISCUSSES SITUATION AND SUGGESTS JUDGE JACOB M. DICKINSON FOR PRESIDENT AS A BUSINESS MAN.

[Special Correspondence Manufacturers Record.]

New York, June 18.

Mr. David Crutchfield, who was doing war work at our London Embassy throughout the contest and who has recently returned from England, in discussing for the MANUFACTURERS RECORD his opinion regarding conditions in Europe, said that England's industrial and shipping interests are enjoying an era of unprecedented activity and prosperity; that her exports and imports are of record proportions and that in many of her large manufacturing centers night shifts are being worked in order to bring production up to export requirements and to fill the domestic demands. Mr. Crutchfield declared that England's financiers are doing their utmost to relieve the economic situation of the asthenic countries in the Baltic and Black Sea section and that in his opinion France and Germany will pull through without external aid.

In view of the interest aroused by Mr. Lloyd George's discussions with Mr. Krassine, Soviet Trade Envoy, Mr. Crutchfield, in voicing his opinion on the present financial and commercial situation in England, said:

"I do not think that the business men of the United States are sufficiently alive to the greatness of the effort England and the whole British Empire are making to recover and extend the position in world trade which Britain held before the war.

"Whilst our business men are apparently slackening off and our bankers are restricting credits, Great Britain is bending every effort to open up and develop new fields, and to find markets for the enormous flood of manufactured goods which the great factories of England are pouring out.

"This effort is natural and inevitable.

"England lives by its industries, and the tremendous liabilities which five devastating years of war have produced can only be paid off by work. This fact is ever present to the British business man, and his answer to it is the co-ordination of all branches of trade and finance to meet and beat competition."

Mr. Crutchfield said he did not wish to minimize in the slightest the greatness of the efforts to extend the foreign trade interests of the United States which are being made here by individual firms. He did, however, deplore the lack of government help and mentioned particularly the action of the Federal Reserve Board in raising discount rates and calling upon our banks to curtail credits.

"It is sufficient," Mr. Crutchfield said, "to draw attention to the British Department of Overseas Trade, with its ramifications in every corner of the globe, to show that the British Government is giving its business men every support which a progressive and wide-awake commercial intelligence can give. The Federation of British Industries, on the other hand, with its enormous pooling of wealth and resources, shows the determination of their business men and their bankers to adapt themselves to meet the new demands in a new spirit.

"The trade of Great Britain was built up by the individual efforts of single firms. Now the struggle for supremacy in the world trade demands more than that, and financial and commercial interests have amalgamated to meet the new need. The great combinations of wealth and commerce which have recently been formed to develop the resources of the new Balkan States and new born republics of Asia Minor are striking instances of this intensive effort to give her the dominating place in world trade.

"The outstanding advantage which the British manufacturer has at the present moment over his competitor in the United States is due principally to two things:

"1. To the strong and efficient backing of his government in all of its departments.

"2. The sympathetic and ready support of his bankers in the form of cheap and long-term credits.

"The need in the United States," Mr. Crutchfield concluded, "seems to me to be for more and cheaper credit and for less talk of panic.

"The United States is rich. Europe is poor. The world crisis, together with the fearlessness and courage of our business men, have combined to elevate our country to a world position never before attained by any nation. And yet our business men are left today to face the handicap which our dominant financial institution, the Federal Reserve Board, is imposing in the high and prohibitive discount rate and its restrictions on trade credits. It is surely possible for the United States to let its financial strength and its business enterprise combine to maintain its prestige and lead in the markets of the world.

"To achieve these results it is of paramount importance that the executive power for the coming four years shall be vested in a man of proven ability, common sense and sympathetic insight. It is with all this in view that I have formed my own conclusion that if Judge Jacob M. Dickinson, receiver of the Rock Island Railroad, through whose constructive genius this wrecked and bankrupt system has today been transformed into one of our greatest and most successful railroad properties, were to be elected President, his administration would be an extraordinarily successful one in point of efficiency. If the Democrats who meet in San Francisco this month to nominate a candidate for the Presidency should select such a thoroughly sound business man as Judge Dickinson, his candidacy would certainly meet with the enthusiastic and whole-hearted approval of a large proportion of the thinking, self-respecting people of the country. He is a very able, strong and capable man; a scholarly statesman and with strong convictions and principles. On all public questions his position could always be depended upon to be fearless and outspoken, and on all matters affecting the public they could be assured that he had their real interest at heart."

Mr. Crutchfield said he felt that this opportunity to nominate Judge Dickinson for the Presidency by the Democrats should not be overlooked, "for he is not a self-seeking politician, but is in every way free and untrammelled, and is at the same time a truly strong, big man, able to cope with the all important questions of reorganization and reconstruction now confronting our country. He is thoroughly competent and peculiarly fitted to put business back on a strong foundation and to inspire and insure a real feeling of confidence."

Mr. Crutchfield also said he felt that our most urgent need is peace, then production to the maximum, relief from the incessant strain of burdensome and unnecessary taxation, and conservation of resources for internal development. "Upon the satisfaction of these urgent and essential requirements our President should then direct all of his energies backed by his great will to the further expansion of our merchant marine and export trade."

## Preparing to Drill for Oil in Southwest Mississippi.

Considerable activity is reported in the preparation for drilling oil wells in Southwest Mississippi generally, and at Magnolia in particular. E. R. Hall of Magnolia writes that a deep test well will be sunk by the Gulf Drilling Co., which represents the first thorough effort ever made to drill for oil in that territory. Heavy rotary well-drilling machinery, said to be capable of boring to great depths, is now being installed at the derrick site.



## THE COTTON CARRY-OVER.

### Government Report Shows Big Decrease in Cotton Compared With Last Year.

Washington, June 18—[Special.]—On behalf of the MANUFACTURERS RECORD, Mr. D. S. Murph, Specialist in Cotton Marketing and Warehousing, Bureau of Markets, Department of Agriculture, was urged to give an estimate of the carry-over of American cotton in America on July 1, 1920.

Mr. Murph's estimate is 2,850,343 bales of 500 pounds each. From this should be deducted 579,934 bales of "snaps" and "bollies." Linters and foreign cotton, as well as Sea Islands, are excluded also from the estimates.

The figures, which are official, indicate, when taken in connection with the assured shortage in the 1920 crop, that a world scarcity of cotton is existing now and must continue for some time, which should mean higher prices all along the line.

The carry-over of American cotton in America on July 31, 1919, amounted to 4,154,855 bales. The preliminary report of the Bureau of the Census showed that production for the 1919-1920 crop was 11,322,848 bales, making the available supply of American cotton for the season of 1919-1920 15,477,703 bales. Below are given figures indicating the probable carry-over of American cotton in America on July 31, 1920:

	Bales.
Carry-over, July 31, 1919.....	4,154,855
Crop of 1919-20.....	11,322,848
	15,477,703
Less American consumption ten months.....	4,979,789
	10,497,914
Less exports from Aug. 1 to May 31, 1920.....	6,097,571
	4,400,343
Available supply June 1, 1920.....	4,400,343
Estimated consumption of American cotton for June and July, 1920.....	1,000,000
	3,400,343
Estimated exports of American cotton for the months of June and July, 1920.....	550,000
	2,850,343

The above deductions would indicate a probable carry-over on July 31, 1920, of 2,850,343 bales.

The estimate of carry-over includes the quantity of cotton that would remain in consuming establishments, in public storage, at compresses and elsewhere. The number of bales of cotton in consuming establishments on July 31, 1919, amounted to approximately 1,300,000 bales, and may be equally large this year. The number of bales in consuming establishments, in public storage, at compresses and elsewhere on June 1, 1920, amounted to 1,695,901 bales against 1,391,321 bales in 1919. Assuming that the amount of cotton on hand in consuming establishments on July 31, 1920, will be the same as last year, it would leave about 1,500,000 bales in public storage, at compresses and elsewhere.

It might be noted in this connection that the total number of bales produced in 1919-1920 included, according to a careful estimate by Government authorities, 579,934 bales of "snaps" and "bollies." In estimating the probable carry-over, account is not taken of pickings, factors' samples and the like.

### Georgia Town Needs These Enterprises.

R. R. Morlin, secretary of the Dawson Chamber of Commerce, Dawson Ga., writes to the MANUFACTURERS RECORD: Dawson wants a gas plant. We want outside capital; local capital not available. We are now paving all of our business streets, have raised stock to build a modern steam-heated, reinforced concrete hotel and will soon start a subscription list to stock for \$200,000 cotton mill.

### Synthetic Camphor from Turpentine to Combat Japanese Camphor Monopoly.

New York, June 18—[Special.]—To combat the Japanese camphor monopoly, three large chemical companies in the United States, it was announced today by the American Chemical Society, have begun the extensive manufacture of synthetic camphor from turpentine. This step has been taken because the supply of camphor allotted to this country by the Japanese Government is deemed inadequate and the price too high.

According to a report by Henry L. Hitchcock, United States Consul at Taihoquo, Taiwan, the Japanese Camphor Office has guaranteed an American minimum allotment of 327,386 pounds for the months of April, May and June of this year, with the proviso that a maximum amount of 340,000 pounds may be assigned. The prices a pound are given at \$1.13 for grade B and \$1.27 for grade BB. These rates are reflected in the American market by a quotation of \$2 a pound for refined camphor, as compared with 50 cents a pound a few years ago.

In view of the great demand in the United States for camphor, which, mixed with guncotton, is an important ingredient of celluloid, and because of its medicinal uses, American industry has been seeking other sources of the fragrant gum.

Although in popular usage the term "camphor" is applied to a substance which is derived from an aromatic tree grown largely in Japan, Formosa and China, there are several other kinds of camphor. Camphors are mostly crystalline solids obtained from plants. Technically, they are volatile, oxygenated hydro-carbons, possessing a peculiar odor, and can be prepared artificially by chemical processes.

It has been known for years that a grade of camphor closely resembling the Japanese variety could be made from spirits of turpentine. It has only been recently, however, owing to commercial conditions, that the manufacture of synthetic camphor was instituted on a large scale. As approximately nine-tenths of all the turpentine produced in the world is distilled in the United States, chemists believe that the manufacture of American camphor will develop into a large industry.

As a result of the World War and of the high cost of labor, spirits of turpentine is quoted at \$2 a gallon, or about four times its price in ante-bellum days. Although it is improbable that turpentine can ever be made profitably at the old figure, it may decrease in price sufficiently to give the American camphor factories a good safe margin on which to fight the Japanese trade.

Even if the manufacturing chemists of the United States are unable to much undersell the Japanese product now, they should be in a position to counteract the monopoly of Nippon and improve the market.

Those desirous of fostering the chemical independence of the United States declare that the founding of an American camphor industry is in line with the effort to make this country independent of the German cartels, which for years dominated the dye trade of the world.

### Rapid Coal Mining Development in Scott's Run District of Monongalia County.

Morgantown, W. Va., June 18—[Special.]—That particular section of Monongalia county known as Scott's Run, rich in coal resources, is undergoing very rapid development at the present time. At the outbreak of the war there were not more than a handful of coal mines on Scott's Run, and the production of coal in that particular field was extremely limited. Now, however, 27 different companies are operating there.

The greatest impetus given the development of the mineral resources of the Scott's Run section of Monongalia county has been the extension of the Morgantown & Wheeling Railroad, which serves the mines on Scott's Run, that road now covering 40 miles of territory and penetrating a part of what is known as the Empire tract of coal? The outlet for Scott's Run coal is by way of the Monongahela Railroad at Maidsville Landing. Coal freight traffic at that junction point has been so greatly increased that in the opinion of Col. J. M. Schoonmaker, president of the Monongahela Railroad, it will probably be necessary for his railroad to so increase siding facilities as to give the Monongahela eight tracks at Maidsville landing.



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# American Locomotives Traded for Roumanian Petroleum

OBSERVATIONS OF A LEVEL HEADED AMERICAN CONCERNING MUCH OF EUROPE AS IT NOW IS—PRESIDENT VAUCLAIN OF BALDWIN LOCOMOTIVE WORKS MOST OPTIMISTIC ABOUT EUROPEAN CONDITIONS, BUT BELIEVES 20 YEARS WILL BE REQUIRED TO FULLY RESTORE PRE-WAR LOCOMOTIVE FACILITIES.

By SAMUEL G. WILMER.

Suggestions which have been several times repeated, that American trade with the severely war-torn countries of Europe could be encouraged and established by barter, have already been acted upon in an important instance, namely the closing of a contract by the Baldwin Locomotive Works of Philadelphia with the Roumanian Government to supply 50 freight locomotives and a number of locomotive parts for the repair of other engines that are incapacitated. The value of the contract for the engines as represented in money is \$3,250,000, or \$65,000 each; the contract for parts amounts to \$507,000.

The announcement that Samuel M. Vaucain, president of the Baldwin Company, had closed this contract was made recently upon his return from Europe, and it was accompanied by the brief statement that either cash or petroleum would be accepted in payment for the railroad motive power, but the story back of the transaction was not told then. It is now possible to tell it, showing how Mr. Vaucain, with simple directness, made a short cut to engage in business with war-devastated countries, by getting on board of steamer, going to Europe, and in a remarkably brief time "bringing home the bacon," as the old saying goes. He obtained a contract satisfactory not only to his company but equally, if not more pleasing to Roumania, which had been greatly disturbed concerning the outlook for getting more motive power, for which its railroads are grievously suffering.

While on this trip Mr. Vaucain wrote constantly to his Philadelphia office and his letters were of such an interesting character, bringing news and views of European affairs, that they were published in pamphlet form for the information of various members of the Baldwin organization and a few of his friends. It is from a copy of this pamphlet that the following facts are taken by permission of the Baldwin Company.

Mr. Vaucain left New York on the steamer Imperator March 8 and landed at Cherbourg, France, March 17. Next day he went to Paris in an automobile with the gentleman who was his travelling companion, and they were impressed by the prosperous appearance of the country; prosperity seemed apparent on every hand. In the cities there appeared to be abundance of provisions and luncheon at Liseaux was fine. At Paris the Baldwin party of six, which was to go through to Bucharest, the capital of Roumania, was made up, and a sleeping car was chartered for their entire journey. One member arrived in Paris via Berlin and reported agricultural work in Germany in full swing. They left Paris March 24 and arrived at Vienna March 26. The country regions all along the route between the two capitals were busy, especially so in Switzerland. Very little poverty was seen in Vienna, although the city seemed dead. Next day they arrived at Warsaw, capital of Poland, having made this divergence to attend to some business there, as the Baldwin Company had sold 150 locomotives to Poland some months before and they were being delivered. Having to go to Danzig, in the northeastern part of Prussia, where the engines were being discharged from steamers and assembled, Mr. Vaucain found that a railroad strike had developed, but the Polish government promptly ordered troops to get the engineers and put them on the engines and so the trains were run. March 29 he was back in

Warsaw passing through country all of which was under cultivation.

Leaving Warsaw at night March 29 the party reached Bucharest early on the morning of April 2. In Roumania travel was very slow; one night the train traveled only 60 miles in nine hours, owing to the run-down condition of engines and the exceedingly large crowds of people travelling. In the ordinary cars it was impossible for people to sit down; every one stood for hours and hours, as folks do in a crowded street car during the rush hours, and besides, there were others sitting on the roofs of cars and standing between cars with their feet resting on the bumpers.

Five days were spent in Bucharest closing up the agreement for the locomotive transaction. During that time the Baldwin party had a temporary office for their use in the reception room of the Department of Public Works so that details of business could be attended to conveniently and expeditiously. Under the contract 10 per cent of the purchase price is to be paid in oil before the delivery of the first locomotive and the rest is to be paid monthly during a period of five years, either in oil or in cash (the Finance Minister insisted upon having the option of paying in cash if he chose to do so), with interest at 6 per cent and 1 per cent yearly additional for financing. These monthly payments are provided for by a series of 60 notes, each including interest.

During his stay Mr. Vaucain was invited to meet the King, who then invited him and the others of the Baldwin party to luncheon next day. He was also invited to meet the Queen, whom he found to have a complete understanding of the locomotive contract and to be delighted that it was Americans who were first to offer material assistance to Roumania by agreeing to supply locomotives. At the beginning of the negotiations it had appeared almost impossible to close a deal, until Mr. Vaucain suggested that oil would be acceptable in payment for the desired engines. The oil is to be shipped and delivered to a Baldwin representative at the port of Constanza, which is on the Black Sea about 125 miles east of Bucharest.

From Roumania the party went to Serbia, stopping at the capital, Belgrade, where Mr. Vaucain left for consideration and action, a proposition to supply locomotives on similar terms, the articles of barter to be either wheat, wool or minerals.

Concerning the Roumanian contract it can be further stated that the country is short of money, but is rich in natural resources. When the oil is delivered to the agent of the Baldwin Works, orders for its sale will be booked, because it can be sold in almost any country; they all want oil. Some of the oil has already been handled, as payment for the locomotives has begun. The engines will be built in two lots, one of 25 by the Baldwin Works; the others 25, by the American Locomotive Company. Under the agreement with the Roumanians the Baldwin Company has the right to thus sublet part of the order.

During his travels to and from the Balkan States (he returned to Paris by way of Northern Italy) Mr. Vaucain again and again remarked upon the prosperous activity visible in the farming regions. In the southern part of Austria, traversed on the way from Belgrade to Trieste, there was plenty of grain growing four or five inches high, promising an immense crop. There also seemed to be an enormous supply of cattle and hogs. In Belgrade there appeared to be abundance of food and he was told that the food supply was all that could be desired, excepting in the extreme south of Serbia, where it was difficult to transport food owing to meagre facilities. It is generally believed that in Serbia the people have more grain than they think, as the census is incomplete. Serbians are shipping food into Austrian cities, but

Mr. Vauclain gathered that Austria and Hungary were the only two countries suffering for lack of supplies, besides the crops there would soon be available, yet the problem of conveying them to the needy points remained, railroad equipment being in poor condition. Vienna and Budapest were the worst sufferers.

**On the way from Bucharest to Belgrade through Hungary the travelers saw farming country "perfectly wonderful," country that "Lancaster county (Pa.) had nothing on."**

(It must be remembered in this connection that Lancaster claims to be the most prosperous county in the United States.)

It was under the most intense cultivation and was apparently owned by the peasants themselves. Everything seemed to be in perfect order, houses were whitewashed and the people apparently happy. As they proceeded the farming was more extensive, thousands and thousands of acres in stretches being beautifully cultivated and well drained, and it did not seem to have suffered from the excessive rains that had fallen. Food was commonly in good supply, and there was no difficulty in supplying the private car with things to eat several days in advance, which was done here and there along the route through the different countries.

Practically everywhere there were crowds of people travelling. When in Poland the crowd at the Warsaw station waiting to ride to Danzig was a mob and there was standing room only in the cars. When the car doors were closed men, women and children would climb through the windows, adopting any method of getting on board of the train and making it beyond question an all-night ride standing up. The party thanked their stars for having engaged a private car. Between Warsaw and Bucharest they passed through much of the country where there had been fighting. The trenches were almost all obliterated. Devastation is different from what was experienced in France; apparently everything movable had been removed, but the buildings were not so badly shot up. The people are all there and Mr. Vauclain concluded, as far as his observations went, that the sooner the various soup societies and relief agencies of all kinds could be gotten out of the country the better it would be and the sooner the people would recover themselves. The majority apparently resent this interference with their affairs; they are level-headed, hard-thinking folks who know their own affairs and can administer them so as to secure peace and prosperity in the shortest possible time.

Besides the great crowds of passengers on the cars on the way to Bucharest there were lots of animals and fowls carried by some of them on the train. About every sixth man carried a pig in a bag or under his arm, and almost every woman had a chicken, besides her baggage. Some carried geese. One had a rabbit. At one time there were seven pigs on top of the private car, for would-be travelers had climbed up there with their belongings. The squealing interfered considerably with slumber.

The party slept nine successive nights in the private car and did not get into regular beds until they reached their hotel at Bucharest.

On their trip from Paris to Vienna Mr. Vauclain indulged his inclination to investigate the motive power employed. At one stage of the trip he rode on the engine, a Pacific type locomotive built in Austria, but with the arrangement of the wheels reversed as compared to Pacific type engines here. There was a two-wheeled truck under the front part of the engine, then three pairs of driving wheels, then a four-wheeled truck under the firebox. He found it an easy riding engine and said "she could certainly run some." He again rode on an engine when they left Bucharest on their way to Belgrade. This was another Pacific type locomotive which burned lignite, over which oil was thrown. It was also built in Austria-Hungary, at Budapest. This was also a smooth-riding engine which pleased the guest very much, who said, "she was a good old horse." This to his friends at home.

It is anticipated that the example set by Mr. Vauclain in proposing payment for locomotives in products will be imitated by others desirous of opening up business with foreign countries which may have difficulty in obtaining credit under terms formerly enjoyed.

In this connection it is also interesting to quote from an article contributed by Mr. Vauclain to "Anglo-American Trade," a monthly journal published by the American Chamber of Com-

merce in London, in which he said, outlining the policy of the Baldwin Company:

"We are opposed to the making of large loans by the United States to any of the governments of Europe, because such loans would merely be used to reduce governmental deficits. The money would not reach the actual manufacturers of the various nations, and enable them more successfully to resume business.

"Our attitude is one of helpfulness and not of absorption. We do not care to absorb the trade of Europe, but we feel that as the worst has happened—the war being over—we should take a cheerful view of the situation and lend our aid to the rehabilitation of the manufacturing interests of all European countries, and to the transportation facilities of those countries now being impoverished through their inability to transport from place to place their own products."

The following from the same article sheds further light upon the food outlook abroad:

**"The agricultural situation in Southeastern Europe: Poland, Roumania and Serbia, countries through which I have traveled, is far beyond any idea that we in America have had of it. The people are energetic; they are hardworking; they are of grim determination, and are sure to succeed. It is useless to provide them with agricultural implements, because they already produce more than the railway transportation is able to take care of. Until railway transportation is provided all other matters must remain in abeyance."**

Continuing, Mr. Vauclain said:

"Close contact with the people and the governing powers has created in me the greatest confidence, not only of the desire, but the ability of these countries to discharge any obligation they may enter into. My theory of advancing credit by manufacturers in the United States directly to the manufacturers and railway interests in these countries is entirely verified by my observations made during my tour through them. \* \* \*

"It is impossible for me to comment upon any other branch of trade than my own, but so far as the locomotive business is concerned, I feel it will require 20 years for the various countries throughout the world to return to a normal condition as existed before the war. As the United States furnished not only its material wealth, but also its sons to participate in the war for the rescue of the world from domination by a tyrant, why should the United States hesitate to participate in the redemption or rehabilitation of the manufacturing interests of the countries devastated by the war?"

In conclusion Mr. Vauclain said that his company did not want to injure the business of manufacturers in Europe, but to aid them to attain their former efficiency. It was to the interest of all manufacturers that every one of them should be able to live up to their business engagements; open competition was to the best advantage of all concerned.

The very fact that the letters from which this running story was compiled were not written for publication, but only for Mr. Vauclain's associates in his Philadelphia office, makes them all the more interesting and important.

### Largest Negro Insurance Company to Erect Office Building.

Raleigh, N. C., June 16.—[Special.]—In September work will begin on a home office building for the North Carolina Mutual Life Insurance Co. of Durham. This is the largest negro insurance company in the world, and it was established by John Merrick, a Durham negro, who died quite recently. The home office building is to cost \$200,000, and will contain a number of private offices for rent. This week 250 of the agents of the company, from the 12 States in which it is now operating, met in Durham, and there was a memorial service in honor of President Merrick, deceased.

The official report, just issued, on the status of crops in North Carolina proves the accuracy of a recent statement by the writer that conditions are more unpromising for food crops than at any time since the Civil War. The report says many farmers have lamentably curtailed food crops and concentrated their efforts on what are called the money crops, namely, tobacco, which brings in \$350 an acre on the average, and cotton, which brings in \$150.

# A Crime Against Humanity Is Slackerism in Work

By HOWARD L. CLARK.

Every man, be he financier or farmer, lawyer or laborer, merchant or mechanic, union or non-union worker, is face to face with the high cost of living. All have their problems to make incomes, salaries and wages keep pace with rising prices. Here their similarity ends, and they separate into two groups. First, those who realize that primarily the cost of commodities can be reduced only by exerting greater effort and increase production. Second, those who see only what is immediately before them—that prices are high and that their wages consequently must be raised to meet expenses.

The first group embraces every man who knows that whatever may be the hundred and one things contributing to bring about the increasing cost of living, beginning with the inflation of credit due to the war, destruction of materials and wealth and depletion of man-power, disorganization of world trade, excess-profits taxation, and the vicious cycle of raising wages to meet rising prices, that fundamentally the high cost of living today is a result of lessened output and world shortage of materials. And this class, the rank and file of the conscientious workers, employers and employees, are doing their utmost toward increasing production, which in simple words means work. They are following God's law of "In the sweat of thy face shalt thou eat bread."

But there is the second group, in a minority, it is true, though part of this minority is organized, which gives it strength beyond mere numbers. This group is operating on the false principle of doing as little work as possible and yet demanding more pay to meet increased living expenses. Every man is deserving of the highest pay for his services commensurate with the work he does, and if he is conscientious and 100 per cent efficient, he is entitled to a just share of the profits on his work. Trifling and loafing and dishonesty are not confined to workers in any particular vocation. There are hundreds of thousands of individuals intentionally and unintentionally guilty of stealing time, which in the end is stealing from themselves and their families. They are in the majority in complaining the loudest against the mounting cost of living, and yet are by their action forcing it still higher. They are committing a crime against themselves and humanity in this hour of world need for more goods and cheaper goods, which alone can come through greater work.

The greatest offenders in this respect are to be found in the ranks of organized labor. As individuals they might not stand out more conspicuously than individual non-union work slackers, but they are organized, and whenever they are so unfortunate as to have misguided dishonest leaders, their power for evil is multiplied. Throughout many branches of union labor it is common knowledge that the men will not let one of their fellow-members do more than a certain amount of work during his union work day. This is contrary to the spirit proclaimed by the union leaders in demanding shorter working hours, which would benefit not only the workers, but enable the workers to do better work and increase their efficiency. Any advantage that might have been gained by the working out of this principle for increasing efficiency aiming toward better production has been lost, for underlying practically the whole union labor organization is the undercurrent, whether controlled by union orders, intimidation or sentiment, that keeps down production on the false theory that individuals by working less create more employment. Such a system of practically paying to each of two men the same wages formerly paid one man for doing the same work in the same time, leads but in one direction—higher cost of the finished product. So far, labor unions have met this increase in cost with demands for still higher rates of wages. The unions are having their inning now and have secured some deserved hits, but lately they are making too many fouls and are liable to strike out. The public, as umpire, will see that the game is played fair. What workers and unions must learn is that production begets production and that underproduction breeds scarcity and high prices.

Take a concrete illustration of how wages have increased and the amount of work decreased in the last few years as found in the building trades in Baltimore, for instance. Four years ago masons laid 1200 to 1500 bricks a day for which they received \$4.50. They now receive \$10 a day for laying brick, but instead

of laying 1200 to 1500 a day they lay about 800 bricks a day. This is an increase of over 122 per cent in wages for doing a third less work. If a man is conscientious and wants to do justice to himself, and lays more bricks than others on the job, he is informed that he must cut down his work or quit the job.

One home builder in Baltimore operating on a large scale stated that he is now paying \$11 a day for bricklayers, \$7 a day to hodcarriers, \$12 a day to foremen, and a bonus to the boss on the job, and the worst of it is they are doing only a part of the work that men on this class of work formerly did in a day. Houses built with efficient labor and which sold for \$7500 to \$8000 a few years ago now cost about \$14,000. A result of the continued increase of building costs, though the demand for houses is very great, is seen in the statement of one builder who says he has been compelled to reduce his operations to about one-third of what they would be because he knows that most men are not able to pay the increasing price for houses. Other builders in like manner are forced to curtail their building operation. Will such conditions make living cheaper?

Surely workers who believe in the false theory that individuals by doing less work create more employment are intelligent enough to see that the inevitable outcome is stoppage of all work. A rate of wages of \$10 and \$12 a day amounts to naught when no work can be had.

Before the war ordinary laborers doing foundation excavating work received \$1.50 a day, in which they moved about 1200 cubic yards of material. Today laborers on the same kind of work receive \$4.50 a day and only excavate about 400 cubic yards, an increase in this case of 200 per cent in wage costs, and the laborers are only about one-third efficient. A Baltimore contractor upon going to his job found some of the excavating laborers sitting around smoking cigars, and when he asked them about it they said they had moved their allotted quantity of material for the day.

Take another illustration. Hoisting enginemen now receive 90 cents an hour and \$1.80 an hour for overtime. Under the rules of the Hoisting Engineers' Union, if any attachment is added to the hoisting engine boiler, such as a steam pipe for running a concrete mixer, the hoisting engineer must be paid at the rate of time and a half, which in this case is 90 cents, plus 45 cents, or \$1.35 cents an hour. If he worked overtime under this arrangement he is paid double time or \$2.70 cents for each and every hour he works overtime. What seems unreasonable is that these hoisting engineers merely for turning a steam cock on or off should demand 45 cents an hour, or 90 cents an hour for the overtime work. They claim that this is because they are mechanics and are responsible for the machinery. But here is the rub. If the machinery of the mixer or other attachment to the hoisting engine boiler breaks down the hoisting engineer can't leave his regular work to repair it, and an outside mechanic has to be called in to do the job for which he, of course, is paid his standard wage and all the time the hoisting engineer is drawing, if working overtime, 90 cents an hour for not turning a little valve. It does not require brains nor skill to do it, and surely not by the farthest stretch of imagination can it be called labor.

Work slackerism is not confined to this country. It is an epidemic that has spread over the world, a disease of the morals, and, true to all diseases, it strikes first and deepest those who have the least resistance, whose character has been warped by the false teachings of radical labor leaders.

The Whaley-Eaton service, in its weekly news service letter from London, writing on the housing problem, has the following to say on work slackerism in England:

"We have been able to ascertain one reason why the British housing program has made little headway. On a housing project begun last February about 445,000 bricks have been laid. The number of hours work by bricklayers and bricklayers' laborers was 17,000. The wages amounted to more than 3000 pounds. The figures work out at 26.32 bricks per hour for a bricklayer and his assistant. That is at the rate of less than half a brick per minute for two men, and means that the cost of laying one



ordinary brick is 1.62 pence. The cost of laying bricks under such conditions means prohibitive rents."

Illustrating the trend of union sentiment which bears out the contention that unions are apparently encouraging slackerism in work with the mistaken idea that it creates more employment is found in the report from London that:

"Short hours of labor have induced some unions to protest that workers are using their leisure time to invade other trades. One union supported a motion urging the Government to insert in the 48-hour bill a clause making it illegal for any person, male or female, who is regularly employed, to do work of any description for personal gain outside of their regular employment."

With the world begging for more goods it is incomprehensible that such a vicious scheme for restricting production could ever be proposed, much less advocated, by the unions. They would even make it illegal for a man to try to get a little ahead and make a financial success in the world. No capitalist, however cunning and cruel as supposed in treatment of employes, has ever dared to advocate such high-handed methods in so-called exploitation of labor.

Another factor in helping to keep prices high is the endless strikes of labor. Many hundreds of millions of dollars have been lost by wage earners and the public, and production immeasurably curtailed by the time lost in strikes. Capitalism always aimed at in these strikes suffers less than any other class. The greatest loss to any group during a strike is suffered by the consuming public, strikers included. It is doubtful if strikes all taken together have benefited labor. Some have been beneficial to labor, but in the majority of cases strikes have caused untold loss to labor and the public. Because of the fuel scarcity and the congestion brought about by the coal strike thousands of union laborers, as well as all workers, the innocent bystanders, lost millions of hours of time and millions of dollars in wages. The switchmen's strike likewise entailed enormous losses upon the public. These and other numerous strikes of the unsettled times contributed toward pushing prices up a notch or two. The effect of the strikes is reduced output, which produces the same results as work slackerism—increased living costs. The situation is aptly portrayed by the Houston Post when it states that:

**"Public opinion is setting in heavily against the strike as a method of adjusting grievances that is savage in its conception, brutal in purpose, unjust in operation and false in principle. Society will not forever tolerate such treatment."**

Illustrating how arbitrary are some of the rules under which unions operate and how the enforcement of these rules add to the burdens of producers in keeping down production costs, the following extracts are taken from the agreement of scale of wages and working rules and hours adopted by the union for engineers and apprentice engineers on all building and construction work for Baltimore and vicinity. The rate of wages is 90 cents an hour for an eight-hour day, and double time for all overtime:

Section 3. When an engineer is required to furnish power to look after another machine he shall be paid time and half time while the other machine is operated, provided there is no hoist attached, in which case another engineer is required. This is excepting concrete mixers with pan attached. These require a second engineer.

Section 4. Engineer shall report every morning, unless he is instructed on the previous day not to do so, and he shall receive not less than four hours' pay for same. If he shall start to work, eight hours' pay. This pertains to all shifts.

Section 7. All ordinary repairs, washing out boilers and tube cleaning, shall be done by the engineer operating. Any engineer doing any work other than his own during his incumbency of a situation shall be fined \$25 upon conviction.

Section 8. An engineer shall receive not less than one hour's pay for a fraction of a half hour's work for overtime, and two hours' pay for any fraction over a half hour to one hour.

Also, take the working rules of the union of cement finishers, who claim foremanship on all concrete and cement construction of Baltimore and vicinity and who receive \$1 an hour for the regulation eight-hour day, and all overtime, including Saturday afternoon, to be at the rate of double time. If it is necessary for them to work from a scaffold 100 feet or more in height, they must be paid \$1.50 an hour, or \$3 an hour for overtime.

There are some good rules of benefit to the worker and some to the worker and employer. Section 10 of the rules states that "all work must be done in a thorough, workmanlike manner, and

all journeymen, under the instructions of the foreman, must complete their work in such a manner or make it right in their own time," and a foreman is compelled under penalty to report any one breaking the rule. It is taken for granted that "thorough, workmanlike manner" means the worker is to give efficient service, which apparently is not the case now. Other rules which do not aid in reducing building costs may be cited among the following:

Section 3. On all jobs where there are four or more men working there shall be a foreman. No foreman shall have charge of more than 20 men, and for each and every additional twenty men or a fraction thereof, there shall be an additional foreman; he shall receive 50 cents or more per day than the regular rate of wages.

Section 5. Any member ordered to wait for material to set shall be paid the prevailing rate of wages while waiting, and if ordered to go home he shall not return to work until the next regular working day. Any member starting work on a night shift shall receive at least eight hours' pay, except where the acts of Providence interfere.

Section 6. Suitable lockers must be furnished on all jobs, wherein tools can be securely kept while the men are not working. Employers shall be responsible for all stolen tools when this section is not complied with.

Section 15. Where there are more than two men on job there shall be a steward; his duties shall be to examine all cards, permits, and all work on job, and see that the sections of the working rules are complied with. The steward shall be elected on job. In case of no election the president or business agent shall appoint one. He (the steward) shall not be discharged without a reasonable cause; he shall have a reasonable time to perform his duties during working hours.

In other words, in addition to the representatives of the employer responsible for the job, the union says **employers must pay the bosses the union selects to look after its own affairs on the employer's time and at the employer's expense. And it seems these extra bosses demanded by the union act as the final judge as to whether a man does his work properly or not.**

The whole thing is this: Contractors and business men say such conditions cannot continue to increase in intensity, for if they do, all building will stop. The public cannot continue to buy and build when wages and prices and work slackerism increase. Unless labor unions adopt the policy of demanding of every man an honest day's work for the honest day's pay he receives, and rout out the dishonest work slackers, there will be no work to be done. High prices are halting building operations considerably at the present time, and many other lines of work are likewise feeling the effects of the strain.

### To Describe Alluvial Lands of Mississippi Valley.

Memphis, Tenn., June 21—[Special.]—Three booklets descriptive of the alluvial or delta portions of the States of Mississippi, Arkansas and Louisiana will be published this fall by the Southern Alluvial Land Association of Memphis, Tenn., according to announcement by Secretary F. D. Beneke. The association issued a booklet last year descriptive of the lower valley region, and it was in such great demand from prospective homeseekers that plans now are mature to go on even more extensively into publishing reliable information about the region. According to Mr. Beneke, the booklets will contain many photographs, showing what is being accomplished in the one-time lowlands bordering the Mississippi River, while the reading matter will be contributed by agricultural and other authorities of the three States. The Southern Alluvial Land Association of Memphis does not own, buy or sell land, but devotes its efforts to publicity and advertising aimed at giving an accurate and true picture of the so-called bottom lands bordering the lower Mississippi. It serves in much the same manner as a chamber of commerce.

### We Are Independent and Impartial in Everything.

ROBT. J. ANDERSON, El Paso, Tex.—I beg to apologize for the delay in sending my check, as I have been away from home most of the time and overlooked it, and perhaps it is just as well, as before this time you might have spent the money for ice-cream and soda water, while as it now stands you will be \$6.50 to the good. I intend to take the MANUFACTURERS RECORD until I die or go broke, for the reason that, while I am a Republican in politics and you a Democrat, I have noticed in your articles that you do not hesitate to bitterly condemn wherever there is a wrong attitude taken by your party or its Administration, and are equally free to commend what is good.

Enclosed please find my check for \$6.50 for one year's subscription to the MANUFACTURERS RECORD, and will ask that you have the address changed to Room 213 Mills Building, El Paso, Tex., as I will arrange to have it forwarded to me while absent from the city.

Thank you for your work in behalf of 100 per cent Americanism, regardless of politics.

## Cotton in World Industry\*

By SIR CHARLES W. MACARA, First President of the International Cotton Federation, 1904-1915.

The conference at Zurich, during the present month, of the International Federation of Master Cotton Spinners' and Manufacturers' Associations, is an event which, peace having been restored between most of the nations which were at war, prompts reflections upon the field now lying open to the idea of internationalism in industry. Nothing is more vital to the welfare of the world than the cultivation and extension of the international spirit. Everyone who is working for the League of Nations realizes this. But what people appear not to realize is that if the spirit which had been shown in affairs of industry before the fatal collapse of international negotiations, in July, 1914, had been operative in diplomacy, the great war which has torn Europe's prosperity to shreds might have been averted. Let us draw the lesson from this unprecedented calamity, that the peace of the world rests upon the recognition of the fact that all nations are interdependent.

In England I have been recently utilizing a vast experience of international work in assisting, unofficially, the General Committee in charge of the propaganda of the League of Nations. I have shown that two great industries, cotton and agriculture, which are inseparably bound up together, have provided very significant models for an international league. The International Cotton Federation and the International Institute of Agriculture have made it clear that men of different nations will readily work together for the common good, and that in doing so, all jealousies and rancours between countries are forgotten. All that is necessary to make an effective League of Nations is to foster in the world of diplomacy and policy the spirit which has animated these two great organizations. I do not say that is an easy thing to accomplish, but I do say that it is not impossible, and I look upon the resumed yearly congress of the International Cotton Federation as a step towards the attainment of the larger ideal.

This federation had its genesis in an act of economic internationalism. Since the circumstances in which it had its birth had some very decided similarities with the situation which confronts the cotton industry of the world today, it is advisable that we should restate them. In the years just preceding 1904, the great problem of the industry was the shortage of raw material. There is no question that that is going to be the great difficulty of the future. At present the position is eased only by the fact that a very large proportion of the textile machinery in European countries, other than Britain, has been seriously damaged, or is not in a condition on this account, as well as on account of the lack of raw material, to carry on production. When the cotton machinery of the world is restored, a raw material crisis will become inevitable, unless we take early steps to prevent it. I shall say something later as to the steps that are necessary to this end. The raw material shortage of 1903 and 1904 affected all cotton manufacturing countries, and brought the industry in Britain and in Europe generally to the verge of disaster. It was complicated and rendered more acute by the gambling operations on the American cotton market, especially by Sully, whose name suddenly acquired an unenviable fame on this side of the Atlantic Ocean. Lancashire was rapidly approaching a condition of things which would have made the experiences of the cotton famine of the 'sixties a possibility. At that time Lancashire spinning mills and weaving sheds were working 55½ hours per week, their consumption of the raw material being, of course, on an enormous scale. It was evident that there was not American cotton to enable us to con-

tinue such a rate of consumption; in fact, that very consumption was helping to aggravate the difficulties and menaces of our situation, indeed, that in the later months of the cotton season there would be a general stoppage of the mills.

In order to meet and, if possible, overcome the crisis, a mass-meeting of employers and operatives was held in Manchester, over which I presided. At that meeting a resolution was unanimously adopted reducing the working hours in the mills from 55½ to 40 per week. This resolution was loyally carried out. The response gave the world a wonderful example of solidarity in an industry, both capital and labor submitting willingly to the sacrifices involved. Those sacrifices saved the cotton industry of the world. The call on the raw cotton market was eased, prices on the American market broke, and the speculators were defeated.

But this immediate result had been entirely the outcome of Lancashire's self-denial and unity. The cotton industry of other nations benefited, but had not been organized sufficiently to follow on the lines of England, but did their best under the circumstances. It was felt in Lancashire that, if similar circumstances arose again, the other cotton manufacturing nations should be in a better position to follow the lead given in any great emergency. Fortunately, the nucleus of an international understanding had been formed during the crisis. The mass-meeting of British employers and operatives, which pledged itself to the adoption of the proposal, had been in telegraphic communication with European and American cotton spinners, and had been attended by a representative of the French cotton industry. So strong a rapport was found to exist that it became obvious that an international cotton-trade movement could be formed. Consequently, the first steps to achieve that object were soon taken. An appeal was made to the British Government to call an assembly of cotton spinners of all countries to discuss the difficulties of the trade. Although there was a good deal of official sympathy shown, no practical response was made to this appeal. Hence, it was decided to take steps without Government aid. In March, 1904, the English Federation of Master Cotton Spinners' Associations, acting with the Swiss Association, summoned an international congress, which met at Zurich on May 23, 1904, and there a more rounded shape was given to the conception of international organization. In 1905, at Manchester, the International Cotton Federation was founded as a definite entity, with headquarters in that city. I was elected president at the Zurich conference, and remained in that office for 11 years—that is, until the early stages of the war—and I strongly believe that no other industry of the world ever created so powerful a means of good for mankind as this International Federation has proved.

Let us glance at some of the work done by this great organization, which had its birth 16 years ago in the town in which it has just held its latest congress. Apart from the labor question, which in each country had so many special aspects that an international body could not hope satisfactorily to cope with it, the Federation has taken action in regard to every problem of the world's cotton industry. Perhaps its greatest work has been its researches as to the best and surest methods of increasing the world's cotton harvests. In the tropical colonies of European countries it initiated, encouraged and superintended cotton-growing experiments similar to those carried on in British Possessions by the British Cotton Growing Association. It sent out private investigation commissions of experts to cotton-growing areas. In India a signal success was achieved, the cotton crop of that country being raised from 3,000,000 to nearly 6,000,000 bales in about 10 years, and an Indian crop of 10,000,000 bales had been brought well within the range of possibility when the war broke out, and stopped the progress which was so rapidly being made. Concurrently with the increase of yield in that country there was also an improvement of staple, and this would have been immensely helped by the project for planting American and Egyptian seed on a large tract of irrigated land offered by the Indian Government, delegation which traveled through the Nile Delta, and had an

\*From an advance proof of an article in *Revue Economique Internationale*, sent to *Manufacturers Record* by Mr. Macara.

fent free 20 years. This project had already advanced considerably when the war caused a temporary setback.

As to American cotton cultivation, the international propaganda work did much to effect improvements. A serious decline in the yield per acre had been recorded in the first few years of the present century, and the outlook was becoming dark, especially as the world consumption of the raw material was rapidly advancing. In 1906, a private investigation commission, which I organized, visited the Southern States at the time of planting and again at the time of picking, and made many suggestions as to the treatment of the soil, the selection of the seed and the handling of the crop during and after the harvest. When in the next year I headed an international delegation to America, we saw in our 4600 miles of travel by special train through the cotton-growing States that the advice of the previous year had been promptly used, experimental farms having been set up to spread useful knowledge about cotton cultivation, and to rear the plant under proper conditions, and some improvements made in the storage and handling of the crop. Again, in 1912, I led a similar international delegation which traveled through the Nile Delta, and had an opportunity of seeing the wonderful development that was going on under the direction of that most able administrator, Lord Kitchener, and we learned something of his many-sided activities in that ancient country. We also learned much of the possibilities as a cotton-growing area of the Anglo-Egyptian Soudan from Sir Reginald Wingate, who was then Governor-General, than whom no better administrator could be found for the efficient use of the £6,000,000 loan, which is to be raised under the auspices of the British Government.

This is but a brief outline of the valuable work done before the war. The full record of that work of the International Cotton Federation, inclusive of the deliberations at eleven great conferences in numerous countries and of the meetings of its committee twice every year in some central city of Europe, is most effectively expressed by the fact that today the world's cotton industry is the best organized of all industries, and is incomparably better than it could ever have hoped to be without international organization. The Federation's work is described in its 19 volumes of reports which have been translated into all the principal languages and widely circulated, and copies of these were distributed by the British Government to the governments of all civilized countries. As president for so long a period of this important organization, I know the heavy responsibility that must rest upon anyone holding that position. He must be willing day by day to devote a portion of his time, and not a little money, to diligent superintendence of its operations and the preparation and distribution of its literature. He must see that the policy and resolutions of its conferences are fulfilled, and he must use initiative when emergencies arise. I was fortunately situated for doing this, my position as head of the House of Bannerman—a private concern—and my freedom from directorates and politics making it possible for me to carry on the work, with my other public positions in the British cotton industry. The multiplication of combines and limited companies in the industry will make it more and more difficult to find men free from conflicting responsibilities and available for the higher official positions, and I would like to lay emphasis on the fact that the position of president of so far-reaching an organization as the International Cotton Federation is an onerous one, and that much of its success depends upon his having the time at his disposal to superintend its daily work, and to give the requisite attention to the production of the invaluable reports and publications for which the organization has established so high a reputation.

\* \* \* Having traced the origin of these two great organizations, let me now say something of the work which, in my view, the International Cotton Federation, now that it has definitely resumed the activities interrupted by the war, will find awaiting it. There can be no question that principal among its tasks is that of meeting the threat of a shortage of the raw material. I believe that with proper organization the difficulty may be overcome, but foresight and energy must be shown by those in control of the measures which are taken. I have often pointed out that there is support for a hopeful view in the history of the American cotton-growing industry itself, for it shows that a great yield of cotton, a plant which is said not to be indigenous to the United States, may be secured by good methods of cultivation in those parts of the world where the climate is suitable. In the first 10 years after taking up cotton growing, about 140 years ago, the Americans managed to obtain a crop of 100,000 bales of 500

pounds, and it is certainly worthy of note that the British Cotton Growing Association achieved a similar result in the same space of time. It took the United States planters from 35 to 40 years to reach a crop of 1,000,000 bales and from 70 to 80 to reach a crop of 4,000,000 bales. We have seen that in India a much more rapid expansion than this was experienced, and but for the war India would today have been in a much better position than she is. Inasmuch as fertile lands, suitable for cotton growing, are available in various parts of the world, an extension of the sources of the raw material, given proper organization and enterprise, should be possible. One word of warning I would add here is that steps should be taken to have as many areas of cultivation as possible, and these widely distributed on the earth's surface, so that the industry may not be dependent upon the yield in any particular quarter of the globe.

Next in importance to the extension of the area of cultivation comes the question of better methods in growing the plant. For a great number of years I have advocated better seed selection and improved cultivation by the use of the resources of science and invention. In the cases of Egypt and India, one has seen how the application of scientific methods has brought abundant benefits, and on many American plantations the adoption of up-to-date methods has had wonderfully good results. The International Cotton Federation will find ample scope for further improvements along this line, and I hope that some of its energies will immediately be turned in this direction. It can appeal to the self-interest of the planter in its recommendations upon this subject, for the increased yield may be had at a relatively small expenditure of labor and money. At Atlanta, in 1907, I was presented with a case of cotton bolls which represented a yield of four bales per acre; this was, no doubt, exceptional, but one can easily see what profit to the planter and to the industry would accrue if a greater productivity were attained over the whole of the cotton plantations.

In the days before the war the International Cotton Federation made great efforts to secure better handling of the cotton crop. Under this head I have constantly urged: (1) That the improved baling of American cotton is imperatively necessary, as the system which now obtains fails to give satisfaction to any of those who are directly concerned in the spinning and manufacturing processes. This is a distinctly commercial proposition, of benefit to all concerned. (2) Increasing the density of the packing of American cotton is a reform against which no reasonable argument can be advanced. It has been demonstrated that such a reform would have the effect of saving millions of pounds sterling annually. In both these matters there has been some improvements on the most advanced plantations, but there is still an extensive waste owing to the failure to carry out these necessary reforms. And the increasing scarcity of the raw material makes it imperatively necessary that every avenue of waste should be stopped. It is well known that the packing of American cotton is far behind the methods adopted in Egypt, India and the British Colonies.

A further course, which many years ago I suggested for meeting the scarcity of the raw material, was the establishment out of the product of the good years of a reserve of cotton to meet the needs of the years when the crop was inadequate. The ideal moment for carrying out this plan came at the outbreak of the war, when America had just grown the largest crop in her annals, and a sudden catastrophe had made the consumption of two great countries cease to count. By the apathy and short-sightedness of those in governmental control, this opportunity was allowed to slip. I suggested in August, 1914, to the British and United States governments that they should buy up for storage the cotton which was destined for enemy countries. We knew exactly what Germany's and Austria's requirements in raw cotton were, as all these statistics were available from the records of the International Cotton Federation, and we also knew the consumption of the neutral countries, who might have been rationed according to their requirements. It would have been fairly simple for the two governments, in the interests of the planters and consumers, to take steps to counteract the disturbance occasioned by the elimination of two large cotton-consuming countries. The time for taking action was the beginning of the war, and it was allowed to slip by. As was anticipated, cotton fell from 7½d. to 4d. per pound, involving the growers and everyone engaged in the industry in enormous loss, and American cotton has subsequently risen from £10 a bale to £90. But far more important than this monetary question was the economic pressure which might have been brought to bear in shorten-



ing the war, but which was not utilized, and which would probably have had the effect of saving millions of lives and thousands of millions of treasure, and reducing enormously the war debt which has now to be faced. The problem of obtaining a reserve of cotton still has to be faced, and it is doubtful whether an opportunity for solving it will recur for many years.

There is very little doubt that the two chief difficulties which have now to be dealt with in the world of industry generally are those of finance and the relations between capital and labor. In the cotton industry these difficulties have been very acutely felt in recent days, and they will not be eased until a settlement upon a wider basis than anything yet attempted has been agreed upon. Both these difficulties are international; both illustrate to us the interdependence of nations and the interdependence of industries. It is for that reason that both should be tackled, in so far as the cotton industry of the world is concerned, by international action.

If we examine the position of industry today, we find that the most notable feature is the need of much larger financial resources than have ever been necessary before. This, of course, is due to the enormous increase in the prices brought about by the reduction of the world's production of the ordinary articles of consumption during the four and a half years of war. The withdrawal of labor from its normal channels has given rise to a world shortage of food, raw materials and machinery, and the operation of economic law has caused prices to rise higher and higher. In the cotton industry the increases of cost have been formidable. It is estimated that the cotton crop of the world has appreciated in value by £1,000,000,000 since the outbreak of war. Machinery for textile purposes is 350 per cent higher than 1914. Wages have advanced 170 per cent. Coal and all other necessities have experienced similar increases. All these factors have caused the strain on the resources of capital to grow until it has nearly reached breaking point. Consequently, an extensive search for extra capital began almost immediately peace was concluded, and prospectuses of new company flotations filled our newspapers. The eagerness of the public to take up shares in these new flotations threw the financial strain, to some extent, on to the banks, and finally the banks had to call a halt, in England first, and now in other countries, and refuse to grant overdrafts for speculative investments. In a word, the normal sources of fresh capital have begun to dry up, and yet we are no nearer the goal of free movement in the financing of industry than we were 12 months ago. At the height of the so-called "cotton boom" I felt it necessary to point out the risks of the situation, especially in those cases where purely financial groups, who had never previously been associated with the industry, were concerned, and, while advising the operatives themselves to take up shares in concerns which they knew to be sound, gave them full guidance for judging whether or not the shares were worth taking up.

The paradox of the situation in the Lancashire cotton industry was that the very prosperity which came some months after the armistice, and seems likely to continue for several years, if we have wise management, intensified the difficulties of capital. Having to buy their raw material months ahead, to pay for repairs and renewals of machinery at the very high rates of the day, as well as find large sums of extra capital for their ordinary commercial operations, together with excessive taxation, the employers have had to face a heavy strain. It was to help the industry to escape from this situation, as well as to give a greater security and more satisfactory status to the operatives, that I suggested, when a few weeks ago the whole body of the operatives applied for an advance of wages, that any increase due to them in future, beyond what was necessary to compensate them for the increase in the cost of living, should be given and accepted in the form of a monetary interest in the industry. The proposal, though it was not carried out in this particular case, won widespread approval in British industry generally, and I do not doubt that it will gain support as time goes on, since everywhere the opinion is growing that the present method of granting advances of weekly wages keeps us constantly within the vicious circle, in which every advance to the operatives means higher prices to the consumer, which, again, create the demand for further increases of wages. Nobody benefits under these circumstances. Under my proposal for granting advances in the form of a monetary interest, several distinct advantages would have accrued: (1) Capital would have been found for the carrying on of the industry; (2) the workpeople's interest in the industry would have been kept secure from all speculative variations, and an adequate return corresponding

to the depreciated purchasing power of money would have been paid upon it; (3) the operatives would have been raised to a position and influence in the industry that they have never before possessed. The fact of their having a monetary interest in the industry would not have reacted upon their trades-unions in any injurious way; indeed, their trades-unions would have been strengthened, and the officials would have had charge of the operatives' monetary interest; (4) it would have been possible to save the consumer much of the increase of prices which results from an advance in weekly wages.

Though this proposal was especially suggested to meet an emergency in the cotton industry, I urged it upon all industries and showed how, in my view, it could be worked out. One strong contention that I made was that it must be carried out by the whole of any industry in which it was tried, since otherwise one employer would be competing with another. This reasoning leads me to point out that the proposal has an international aspect, and that it could very fittingly be considered by the International Cotton Federation. All wages questions are fundamentally international questions, and the only true settlement will be that which has a wide international basis. Employers in different countries are often deterred from giving effect to such large proposals as this for giving the workers a monetary interest in an industry by considerations of the effect it will have in relation to similar industries in other countries. In these circumstances, does it not become apparent that we require to set up some international standard, some international agreement, which will take into account the varying conditions of industries in different countries and establish a fair ratio of wages which will give neither one nor another an unfair advantage in competition for trade? I suggest that this is one of the most pressing problems of international industry to which the closest attention should be given by a body like the International Cotton Federation. Once we got a fair settlement of this difficulty we should be free to co-operate internationally in supplying the needs of the world. "Co-operation, not competition," should be the motto of the industrial nations, and when it becomes so we shall not only have solved industrial questions, but we shall have done much to ensure peace between the nations.

This leads me to my concluding remarks. I believe in international organization in industry not only because of the benefits which it gives to the people in industry, but because of its healthy effect upon international policy. Before the great war the men who had taken part in the work of the International Cotton Federation and the International Institute of Agriculture had come to that sort of international understanding which, had it been widely diffused throughout the countries they represented, would have prevented any enmity or hostility. They had met together in perfect frankness and friendliness in many places of the world, and they had co-operated wholeheartedly in the cause of their industries. There had been no secret understandings, all their transactions were openly recorded and were available to every member of the Federation whenever they were wanted. I recommend a continuance and extension of this international understanding between leaders of industry. I would like to see every international industry have its organization for linking together its members all over the world. But I would also like to see the same principles carried out among the nations through their political and diplomatic representatives. We want no secret diplomacy or hidden agreements; these have already cost the world too dearly, and will involve mankind in further horrors and losses if they are permitted to exist again. In the States of the world, as in its industries, we need free and frank discussion of differences, open to all the world. We need a spirit of co-operation among the States and peoples. In order to secure these things the people themselves will have to assert their rights to be heard above the politicians and the diplomats, and I can conceive of no more powerful way of strengthening the voice of the people than for them to form and maintain such international links as those already existing in the cotton and agricultural industries.

### Several Thousand Acres of Cutover Lands Change Hands and Will Be Developed.

Memphis, Tenn., June 21—[Special.]—J. E. Heffner of Recovery, O., has bought several thousand acres of cutover land from the Brown Lumber Co. of Hiwanne, Miss., and Fordyce, Ark. It is said that he plans to develop the holdings for farming land, as many other Northern investors are doing.

## MANUFACTURING PAPER PULP FROM \$100,000,000 WEST VIRGINIA STEEL CORPORATION.

### Experiments Completed Will Be Followed by Investment of Several Million Dollars for Permanent Plant.

New sources of raw material for manufacturing various kinds of paper are claimed to be assured as the result of experiments completed at Hopewell, Va., by the Stamsocott Company. This is a new organization formed with J. W. Stull as president and a capitalization of \$45,000, which will be increased soon to several million dollars in order to build a permanent plant. For about a year the company has been experimenting at Hopewell and elsewhere in the manufacture of paper pulp from second-grade cotton and fiber from cotton bolls, obtained from oil mills, the principal sources of supply to be the cottonseed oil mills of the Southeast. The Stamsocott Company was organized by the management of the American Cotton Oil Co. of New York, the Southern Cotton Oil Co. of Savannah and the East St. Louis Cotton Oil Co. of East St. Louis, Ill., with the intention of utilizing the second-grade linters and hull fiber from their various oil mills throughout the South.

George W. Haskell of Savannah, chief engineer of the Southern Cotton Oil Co., is vice-president of the Stamsocott Company.

The permanent plant is to have a daily capacity of 300 tons, or about 2500 carloads of paper pulp.

The company has a 101-acre site with three buildings, and will build additional structures, probably 35, to include permanent plant, three large digester departments and boiler power plant generating 10,000 horse-power. Stewart E. Seaman, manager of the Stamsocott Company, furnishes the above information to the MANUFACTURERS RECORD, together with a statement by President Stull, as follows:

"We have encountered many difficulties in producing a high-grade clean white product such as may be used in the manufacture of high-grade papers. Many laboratory tests that seemed to be successful were not successful when made under operating conditions. We lost much time in attempting to adopt the usual pulp-mill equipment to the manufacture of pulp from our raw material, and eventually found it necessary to devise other methods. We are highly pleased at the quality of the product we are now producing, and have testimonials from many mills manufacturing high-grade paper to whom we have sold, stating that it is the best product of its kind that they have ever received.

"This business is, of course, an entirely new industry, and we have been feeling our way along step by step. We are now in a position where in a few months we may put our equipment in shape to increase our present manufacture to approximately 300 tons per day, if there is such a demand for the product as may warrant it. From the many inquiries and orders for trial shipments we have received there is every indication that there will be a big demand both at home and abroad. Our product has been shipped to various mills and made into the highest grade blotting, ledger, wedding, envelope and book papers, and its easy utilization in the paper mills should make it a product much sought for. If our hopes are realized and are put into operation, our entire equipment will employ about 1000 people, and our average shipments in and out will be about 2500 cars per month."

### Tests for Spacing of Cotton Plants.

Raleigh, N. C., June 21—[Special.]—Reports are now made on the tests to ascertain the most proper, that is, profitable, spacing of cotton plants in the fields. The tests at the State test farm in Iredell county cover six years; at the farm near Raleigh, five years; at the ones in Edgecombe and Robeson counties, four years, and these show that the best yields are secured from rows 3½ feet apart, with 16 inches between the plants in the row, save at one farm, that near Raleigh, where a space of 12 inches between plants was found best. The cotton plant, sending down its deep-feeding tap-root, is far more resistant to drought than corn, and hence the plants can be set much closer together than corn.

### Plans Formulated for Merging Three Important West Virginia and Ohio Companies with Extensive Properties and Plants.

Plans have been formulated for the proposed merging of the Wheeling Steel & Iron Co., the Whitaker-Glessner Company and the LaBelle Iron Works of Wheeling, W. Va., the new company to be known as the Wheeling Steel Corporation and be capitalized at \$100,000,000. This amount will enable the company to claim fourth place in the great iron and steel corporations of the United States. The new company will be chartered soon, and then permanent organization will be effected by the various interests represented.

Financing is now in progress and financiers have issued statements outlining the proposed merger with its many details and the terms for accepting the stock of the three enterprises in exchange for the securities of the new corporation. There is every reason to believe at present that the financing will be promptly effected.

The various properties to be merged are briefly described as follows: Plants at Wheeling, Beech Bottom and Benwood, W. Va.; Martins Ferry, Steubenville, Yorkville and Portsmouth, Ohio; warehouses and stores at New York, Philadelphia, Chicago, St. Louis, Kansas City, Minneapolis, Chattanooga and Richmond; six furnaces with annual capacity exceeding 1,000,000 tons iron; Bessemer plant exceeding 225,000 tons; tube mills of 225,000 tons; tinplate works, 2,200,000 boxes; skelp mills exceeding 175,000 tons; finishing plants, 300,000 tons; 21 open-hearth furnaces, 800,000 tons; blooming mills; bar bills; hot sheet and plate mills; coke ovens and regenerative ovens for recovering tar, gas, sulphate of ammonia and light oils; benzol, toluol and solvent naphtha works; 18,000 acres coal land; iron-ore lands estimated to contain 15,000,000 tons; limestone quarries, etc.

### Good Prices Stimulate Growing of Irish Potatoes in Mississippi Valley States.

Memphis, Tenn., June 21—[Special.]—The growing of Irish potatoes in Mississippi, Arkansas and Louisiana has received a great stimulus, as indicated in reports of splendid yields and good prices from all sections of the lower valley region. Farmers who in the past have paid little attention to food crops in favor of cotton are finding that the rich alluvial soil bordering the Lower Mississippi will yield other crops than cotton, and in a great many instances produce greater returns than even the premium long staple cotton.

In the vicinity of Ellisville, Miss., where Irish potato growing has taken a firm hold, this year's crop has been excellent. Walter Sheed, a farmer of that vicinity, averaged \$400 an acre from his crop, getting eight cents per pound for No. 1 and six cents for No. 2 potatoes. J. L. Busby averaged 67 bushels an acre, with returns \$297. There are any number of instances of bigger yields on small tracts. Potatoes are being shipped out in carload lots, whereas it was only a few years ago that Irish potatoes were brought into the region to supply needs.

In the Hattiesburg neighborhood the farmers also have met with good success growing potatoes, having not only enough to meet all local needs, but shipping them out in car lots.

Many farmers in Mississippi have turned to truck growing, raising beans, peas, cabbage, tomatoes, potatoes and other truck with fine success and getting it to the Northern and Eastern markets weeks ahead of the Northern crop. Fancy prices are making the truck growers rich and stimulating interest in the "side-line" farming.

Ollie Hughes of Wesson, Miss., on June 10, sold 202 crates of tomatoes to a local buyer for \$445 cash. He has a four-acre patch that will yield 500 crates per acre. While he may not obtain quite such prices as he got for the first he sold, his returns will be more than enough to pay for the land.

# Potential Wealth of the East Coast of Florida

By WM. T. WELLS, Bolton Landing, New York.

Visitors to Florida who look about them to see what reason the seeming great sand bank has for existence are surprised to find the vast wealth that is now produced annually in the State.

The output of the phosphate mines runs into millions of tons and consequent dollars. The sea-island long-staple cotton is equal to the best grown on earth.

The citrus fruits are the standard of the world up to which other sections try to work, and the quantities run into seven figures. The potato crop is enormous, and often brings fabulous prices, the last crop selling at \$18 to \$19 per barrel in many instances.

The lumber interests are very great, and the turpentine camp can be met with almost everywhere and seems always to be producing money.

The wild scrub cattle are to be seen from every car window, and if one visits a fenced cattle ranch, such as may be found in the tick-free sections of the East Coast, he will find beautiful cattle and hogs, as fine as can be seen anywhere. Someone may smile at the idea of a beautiful hog and will have to make a personal visit to some up-to-date ranch, such as that of Tubbs & Carter, south of Melbourne, and be convinced.

Here and there will be seen an ice factory and other small factories, and each town has one or more banks.

This is some of the present wealth of the East Coast, but beside this, and hidden from the casual observer, is potential wealth of vast amount.

Perhaps the most attractive among these wealth sources is petroleum oil, of which there are undoubtedly some deposits, or pools, under the East Coast from Cape Canaberal to the south as far as Fort Pierce.

The oil that comes to the surface in several sections seems to indicate that there are oils of a paraffine and of an asphalt base. As yet there has been no real investigation, as the several wells that have been put down have not gone very deep, not to 2000 feet, and geologists and oil experts say that the oil pools will be found at a depth of 2500 to 3000 feet below the surface.

Oil of seeming fine grade continually shows in a well in Melbourne, and almost liquid asphalt constantly floats to the beach of the ocean a few miles to the south.

It is said that arrangements are now being made by the Eschbach interests to bore to 3000 feet, if necessary.

In the vicinity of some of the best indications of oil are beds of black iron sand, magnetic oxide, thousands of tons of it, sometimes cropping out on the river bank. It is said that this sand is always found near big oil wells, but oil wells are not always found near the sand.

Of great potential wealth are the tracts of "flat woods," because these lands will raise the best grades of sugar, equal to that produced in Egypt, and produced at less cost than it could be in the Mississippi Delta or in Cuba.

These lands have more available plant food than muck land, as the latter has only about 3 per cent available in the best of it. The sugar-cane produced on the "flat woods" lands has a greater portion of granulated sugar than the cane produced on muck lands, and the cost of production is much less. The usual idea that sugarcane in large tracts should be grown on muck lands I believe is an error, and is one of the prime reasons why Florida is not today supplying the sugar needs of the United States.

There are many beds of peat on the East Coast and in Central Florida which analyze 7850 B. T. U., which shows it is almost as valuable for producing power as the Texas lignites. The Power Gas Corporation of England has tested some of these peats, and finds them to be suitable to be used in the "Mond Process," whereby electric power may be produced and by-products saved, so that the cost of power will be more than paid for by the sale of the by-products.

Vast beds of silica sand, almost pure silica, are unused. This sand could be made into glass, into paving blocks or bricks, and into many other valuable products, and the manufacture of these things could be economically combined with the use of peat for fuel.

Along the East Coast are beds of marl and also so-called rock which are suitable for road making and the making of lime and perhaps of cement.

There are also beds of materials suitable for making the finest polishing powders and for paint.

The great beds of magnetic oxide of iron mentioned above may some day be utilized to produce high-grade iron.

Untold tons of scrub palmetto are going to waste each year. The leaves of this palm make good fiber for filling mattresses and for cheap upholstery. The fiber is very valuable where beds are liable to be infested with bugs, as the insects do not like the fiber to live in. The development of a big industry from this source has been prevented by the cost of labor and power. The utilization of the peat beds would help solve this.

Now we come to one of the greatest sources of potential wealth for the East Coast, and for all south and central Florida, namely, a real deep-water harbor, one that will be land-locked and capable of floating the largest of the battleships of the United States Navy. Such a harbor can be made and economically maintained just south of the eastern curve of "bow" of Florida's coast. This harbor will be a thousand miles nearer the Panama Canal and all South American points than New York or Philadelphia and the same distance from the great central West as those cities. It will be the nearest harbor on the mainland of the United States to the Panama Canal, as it may be noted on any correct map of the Western Hemisphere that the 80th Meridian west of Greenwich is east of the East Coast of Florida and west of the canal.

This harbor would open up the whole of Southern Florida, as it would provide a shipping point for all oil found in the State and for the 3,000,000 tons of phosphate rock, as well as for the several million boxes of citrus fruits, not to mention great quantities of vegetables and other farm products that would be rushed to the Northern markets by fast steamers.

The phosphate will all come to this harbor, as the largest mines will be only 90 miles away.

This, in brief, is a partial list of the sources of the future wealth of Florida's East Coast, which, added to the great wealth produced yearly at the present time, will make this partially developed State a "land flowing with milk and honey," where opportunity will beckon to the man of vision and courage.

## Program for Negro Welfare Outlined in Louisiana.

Memphis, Tenn., June 21—[Special.]—The State of Louisiana has followed the lead of Mississippi in taking steps looking to the welfare of negro citizens. At a recent conference at Alexandria, La., attended by business men from all parts of the State, a program of work in the interest of the negro was adopted. It is a platform of 12 planks under the following heads: Sanitation and Health; Housing and Living Conditions; Provision for Idle Moments; Law and Order; Publicity and the Newspapers; Segregation Laws; Race Pride and the Preservation of Racial Integrity; Economic Problems; Co-operation; Church Responsibility; Schools; Farm and Home Life.

Special attention will be given in the future to aiding the negro in the several fields mentioned in the platform.

In a general way, the Louisiana work will be much like that which Mississippi has undertaken through the Mississippi Welfare League, headquartered at Jackson. Every possible encouragement is being given negroes throughout the State. For one thing, the league recently published a booklet telling of the prosperity of negroes in Sunflower county, Mississippi. The booklet tells of the activities of the negroes and gives the interesting information that negroes own 25,000 acres of land, having an assessed value for tax purposes of nearly \$8,000,000. Negroes also own and operate a bank with a quarter of a million in deposits, and an insurance company with a paid-up capital of many thousands and a yearly business running into millions. It is the plan of the Mississippi Welfare League to issue booklets concerning negro progress in other counties of the State to the end that the negroes will be given not only the credit they deserve for their progressiveness, but also serve as a stimulant for further good efforts.



## "For the Common Good"

Virginia Association for the Common Good,  
Richmond, Va.

Constructive Government,  
National and State.

June 14.

### Editor Manufacturers Record:

I desire to commend the courageous and intelligent stand your paper has always taken in connection with the general unrest of the country and the danger confronting it, and I am satisfied that your splendid editorials have been productive of much good.

This dangerous menace and the wild legislation pending, both National and State, were the reasons for the organization of this association some nine months ago, when a number of Richmond's most progressive and influential business men, after some months' thought, realized that the only way the business man could have a voice and be heard by legislative bodies was through a strong non-partisan organization along the lines shown by the enclosed prospectus.

Consequently, on October 1 last, when this was decided upon, the association for the Third Congressional District was formed. From this district the movement has spread until every district in Virginia has been strongly organized, or is in process of doing so. In this district, as in the others, we have probably the most influential directory ever formed in the section, and include the presidents of most of our strongest banks and business concerns, together with an adequate underwriting and a large membership composed of representative business houses, professional men and farmers. A central advisory committee composed of two members from each Congressional district, with Mr. W. T. Reed, president of Larus Bros. Company, chairman, so functions that the entire strength of the State may be directed quickly without lost motion.

From Virginia the movement has taken root in North Carolina, West Virginia and Tennessee, which States are in process of organization, and other States are waiting for the message; wherever our committees have gone they have been received with the most thoughtful consideration by the most representative citizens, and organization has immediately followed.

Since birth the association has made its presence felt not only in Virginia, but in Washington. Much that was objectionable was defeated during the last session of the Virginia Legislature, including the State Monopolistic Insurance Bill, whereby the State would have gone into the insurance business in competition with its citizens and the law, if passed, would have been an entering wedge for State or Government control in other lines.

With reference to the work done and being done in Washington attention is invited to the vote of the Virginia representatives in connection with the return of the railroads, the Bonus bill, the Budget bill and other important measures.

Recently the association was asked to and did send a committee to represent it and Virginia in the preparation of a platform for American industry, which was adopted by the National Manufacturers' Association at its convention in New York on the 17th of May last.

Our method of work is as follows:

Strength is developed and results obtained by tabulation, circulation, education and co-operation. For with—

**Tabulation** all information with reference to proposed or pending legislation of interest having been collected is available and is submitted to committees composed of competent men from various sections of the State, who furnish a digest and opinion of the same when necessary, this together with a record of the representative's attitude towards his action upon the measures and his entire service while in office, which is kept to date, and is sent by

**Circulation** not only to the membership of this association, but to the entire electorate of the third and other congressional districts as well—an accurate list with names and addresses enable the secretary's office to communicate promptly with those entitled to

vote, regardless of party, which information being furnished for the purpose of

### Education

and when the voter or the representative to whom the opinion and wishes of the association, divorced from party bias, are submitted, he then is left to vote for the common good and the right man, as his own good judgment shall dictate, regardless of party. In order to obtain these results it is necessary to receive the

### Co-operation

of the entire membership, which is constantly informed of conditions, and must necessarily use every proper influence and be willing to give both time and thought that results may obtain for the common good. When the representative learns the unselfish wishes of his voting constituency, realizes that the business men, composing a large part of this, have now become, for the first time in history, thoroughly interested unselfishly in governmental matters, and are now an important organized factor at the polls, it is believed that the representative will follow their wishes and have the approval of the association.

This has been productive of most satisfactory results, with the comforting knowledge that the business man in Richmond and throughout Virginia is now taking an earnest and intelligent interest in governmental matters.

VIRGINIA ASSOCIATION FOR THE COMMON GOOD.

W. T. DABNEY, Secretary.

The officers of the Virginia Association for the Common Good by Congressional districts are as follows:

### FIRST DISTRICT.

Homer L. Ferguson, chairman and member of Central Advisory Committee; president Newport News Shipbuilding & Dry Dock Co.  
H. H. Holt, vice-chairman and member Central Advisory Committee; attorney-at-law, Hampton, Va.  
J. B. Locke, secretary; secretary Newport News Chamber of Commerce.

### SECOND DISTRICT.

C. W. Grandy, chairman; capitalist; vice-president Trust Co. of Norfolk.  
Goodrich Hatton, vice-chairman; attorney-at-law, Portsmouth, Va.  
T. C. Carrington, secretary.  
S. B. Schwarzkoff, treasurer; vice-president Norfolk National Bank.  
E. Frank Story, member Central Advisory Committee; trucker, Southampton county.  
H. H. Rumble, member Central Advisory Committee; attorney-at-law, Norfolk.  
F. S. Royster, president Royster Guano Co., Norfolk.  
T. S. Southgate, Southgate & Company, Norfolk.  
Chas. R. Walton, real estate and insurance, Norfolk.  
John B. Pinner, president Suffolk Peanut Co., Suffolk.  
D. W. Lindsey, trucker and real estate, Norfolk county.

### THIRD DISTRICT.

John Kerr Branch, chairman; Thos. Branch & Company; president Merchant's National Bank; president Richmond Chamber of Commerce.  
W. T. Reed, vice-chairman and chairman of State Central Advisory Committee; president Larus & Bros. Tobacco Co.; director National Bank and Old Dominion Trust Co.  
W. T. Dabney, secretary; secretary Central Advisory Committee; business manager Richmond Chamber of Commerce.  
Harry C. Beattie, farmer, Hanover county.  
Dr. R. E. Blackwell, president Randolph Macon College, Hanover county.  
C. C. Branch, farmer, James City county.  
E. L. Bemiss, president Richmond Trust Co.  
Milton Cone, president Spotless Co., Richmond.  
T. M. Carrington, T. M. Carrington & Company, leaf tobacco; director First National Bank, Richmond.  
Percy C. Christian, president Fleming Christian Wholesale Grocers & Confectioners.  
Eugene A. Deltrick, president J. B. Mosby Company, drygoods.  
W. S. Forbes, W. S. Forbes & Company, wholesale provisions, Richmond Guano Co.  
S. T. Morgan, Sr. (recently deceased), president Virginia-Carolina Chemical Co. Successor not yet elected.  
John M. Miller, Jr., president First National Bank, Richmond.  
J. T. Palmatary, president Cottrell Saddlery Co., Richmond.  
Jaquellin P. Taylor, J. P. Taylor Company; president Universal Tobacco Co.; president of Board, Planters' National Bank, Richmond.  
C. B. Richardson, general agent, Massachusetts Mutual Life Insurance Co., Virginia-Richmond.  
Eugene B. Sydnor, president Richmond Dry Goods Co.  
W. H. Schwarzkchild, Schwarzkchild Bros., jewelers; president Central National Bank, Richmond.  
Coleman Worthan, Davenport & Company, bankers and brokers; director First National Bank, Virginia; Trust Co., Richmond.  
John T. Wilson, president John T. Wilson Company, Inc.; president Bank of Commerce and Trust, Richmond.  
J. B. Watkins, farmer, Chesterfield county.  
J. L. Walls, farmer, New Kent county.  
Garrett B. Wall, Assistant Federal Director C. & O. Railway.

## FOURTH DISTRICT

G. C. Wright, chairman; president Augustus Wright Company, shreve; president Virginia National Bank, Petersburg.  
J. Val Parham, vice-chairman and member Central Advisory Committee; president Virginia Feed & Grain Co., Petersburg.  
W. M. Martin, secretary, member Central Advisory Committee; secretary Petersburg Chamber of Commerce.

## FIFTH DISTRICT.

A. B. Carrington, chairman; Dibrell Brothers, leaf tobacco, Danville.  
John F. Blison, vice-chairman; capitalist, Danville.  
H. B. Watkins, secretary; secretary Danville Chamber of Commerce.  
A. D. Whitten, member Central Advisory Committee; tobaccoist, Martinsville.

## SIXTH DISTRICT.

C. Edwin Michaels, chairman and member Central Advisory Committee; president Virginia Bridge & Iron Co., Roanoke.  
John Wood, secretary; secretary Roanoke Chamber of Commerce.  
Chas. I. Lunsford, member Central Advisory Committee; Lunsford & Son, insurance, Roanoke.

## EIGHTH DISTRICT.

J. Y. Williams, chairman, member Central Advisory Committee; president Alexandria Fertilizer & Chemical Co., Alexandria.  
J. T. Preston, secretary; secretary Alexandria Chamber of Commerce.  
A. D. Brockett, member Central Advisory Committee; A. D. Brockett & Company, merchandise brokers, Alexandria.

## NINTH DISTRICT.

R. Tate Irvine, temporary chairman, member Central Advisory Committee; attorney-at-law, Big Stone Gap.  
C. W. Roberts, temporary secretary; secretary Chamber of Commerce, Bristol.

## TENTH DISTRICT.

A. C. Ford, chairman and member Central Advisory Committee; president Virginia Western Power Co., Clifton Forge.  
C. Russell Caldwell, vice-chairman; president Farmers & Merchants' Bank, Staunton.  
J. T. McAllister, secretary; attorney-at-law, Hot Springs, Va.  
B. C. Moomaw, Central Advertising Committee; general manager the Moomaw Orchards, Barber, Va.

### To Build and Operate Potato-curing and Storage Houses.

Farmers and business men of Selma, Ala., and vicinity, according to a letter from Morgan Richards, Secretary of the Chamber of Commerce, have organized the Alabama Potato Storage Co. with a capital stock of \$30,000. The company's plans embrace the curing, storing and marketing of sweet potatoes, and potato storage houses will be built in centers where the farmers supply 50 per cent of the amount necessary for construction and operation. The potato-houses will be erected according to plans furnished by the Division of Rural Engineering of the U. S. Department of Agriculture. They will be of frame construction on concrete foundations and all materials will be supplied by Selma dealers. The cost of construction is estimated to be about 50 cents per bushel storage capacity.

The company proposes to buy potatoes known as Porto Rico yams at the prevailing market price at harvest time. They will be cured and stored, and marketed to the best advantage during the winter and spring months. The soil around Selma is said to be admirably adapted to growing these potatoes, but on account of the lack of proper facilities for curing, storing and marketing the crop in the past, few have been produced.

Although the company has planned all of the houses it can construct this season, negotiations are now pending in several other nearby sections. If the first year's operations shows a reasonable profit it is believed that the capital will be doubled and a much larger chain of houses established. A man experienced in curing and marketing has been secured as general manager. He will have general supervision of all the houses built by the company.

### Seven More Cheese Factories Completed in North Carolina, Making Total of Forty.

Raleigh, N. C., June 21—[Special.]—Seven more cheese factories have been built in the past few months in the high-mountain area with Watauga county as the center. This brings the total to 40 factories. Last year 32 were in operation, and these turned out 500,000 pounds of cheese, for which there was a strong and steady demand. The sales brought in \$150,000. All of these factories are small and all are owned by the local people, nearly all of the owners being farmers and cattle owners. A splendid show of this North Carolina cheese was made at the National Dairy Show at Chicago last year, and it certainly attracted a good deal of attention. Yet the first cheese factory began in July, 1915. The experts of the State dairy service have from the start promoted this industry. More factories will be ready for the 1921 season.

### GALVESTON CAUSEWAY TO BE COMPLETED.

#### Baltimore Company Reported as Having Bonded Contractors for \$500,000.

Galveston, Tex., June 21—[Special.]—It is definitely announced that there will be no cessation of construction work on the Galveston causeway as a result of the recent action of the contractors, Larkin & Sangster, Inc., in giving up their contract after having expended the sum of \$1,710,867.94 up to and including May 31, 1920, on the job. The causeway, which is of reinforced concrete construction, was built originally at a cost of \$2,000,000. It was badly wrecked by the severe tropical storm and raging sea of six years ago.

It is estimated by the causeway supervising engineer, H. F. Jonas, that it will cost approximately \$500,000 to complete the work under present conditions.

The completion of the causeway contract is guaranteed by bond with the United States Fidelity & Guaranty Co. of Baltimore, Md., as surety in the sum of \$500,000, and the engineer representing Galveston county, the railways and the interurban company, entertains no doubt of the practicability of completing the work within this sum.

About a month ago the contractors advised the board of managers of the causeway that on account of increased costs of labor, material and transportation above those existing at the time the contract was let, and on account of other conditions growing out of the war, they would be unable to complete the work within the guaranteed contract price of \$1,645,000. Several meetings of the board of managers with the contractors were held, and the matter was also taken up with the surety company on the contractors' bond in an effort to have it advance the contractors the necessary funds to complete the work. The surety company took the position that it was not itself required to employ engineers and workmen and complete the contract nor to advance money to the contractors, but that its only obligation was to make good the difference between the contract price and the total cost of the work, which could only be determined when the whole work had been completed.

The contract with Larkin & Sangster was entered into September 15, 1917, and under it the work had been more than two-thirds completed.

Concerning the work done by the contractors, members of the board of managers said "that the work done by Larkin & Sangster, Inc., as is apparent from the arches completed to two-thirds of the width of the finished causeway, speaks for itself, and is a monument to their industry and zeal."

The board of managers has arranged with Mr. Jonas to take the contract to carry on the work of reconstructing the causeway. The board of managers is composed of representatives of Galveston county; the Gulf, Colorado & Santa Fe Railway; the Galveston, Harrisburg & San Antonio Railway Co.; the Galveston, Houston & Henderson Railway Co., and the Galveston-Houston Electric Railway Co.

### St. Louis to Hold Textile Exposition.

St. Louis will hold its first national textile exposition, August 2-14, under the management of the Mississippi Valley Exposition Co. Progress of the textile industry in the United States in cotton, woolen and silk fabrics and the dye industry will be shown, together with the art of designing. It will be held at the time of the annual fashion pageant, when it is estimated that thousands of merchants from the Central, Southwestern and Southern States meet in St. Louis to purchase their fall and winter dry goods.

In addition to the special exhibits of wool, cotton and silk manufacture, the Government, it is said, will be represented by experts who will discuss production and economic handling of cotton and wool.

### Pensacola Needs City Engineer.

The municipality of Pensacola, Fla., needs a city engineer, and is prepared to correspond in regard to securing this official. One who has had technical and practical experience in the design and construction of water-works, sewer systems, roads, sidewalks, etc., is invited to submit details of record and salary. Address the city clerk.

# Reward Based on Volume of Traffic as an Incentive to Good Management of Street Railways

By T. FITZGERALD, Pittsburgh, Pa.

Financial and operating conditions on a large number of street-railway systems are bad. Various remedies for these conditions have been applied or proposed, but so far, in spite of the hopes of their advocates, none of them has given convincing evidence of reasonably satisfactory results. The problem resolves itself into a question of eliminating "arbitrary and unnecessary contractual restrictions opposed to economic law" from agreements establishing the relations between communities and their street railways. Any agreement which restricts the payment to capital of a reward commensurate with the effectiveness of effort made by the management restricts the intelligent effort necessary for the healthy development of the industry.

An essential of any successful plan is a practicable reward to effective management as an incentive to the best service and progress of the industry. I believe that the simple plan outlined below provides a practical method of operating street railways under governmental regulation in compliance with sound economic law.

We hear some talk these days of the necessity for unselfish devotion to the interests of the community on the part of men engaged in public utility management. This would be splendid, and it would, of course, be a happy solution of a serious problem if the street-railway industry could be financed and conducted by a competent personnel unselfishly devoted to the public interest, and all willing and able to sacrifice their material interests to the general welfare. Society at present, however, is not organized on this basis. It has been found that human nature is such that an adequate reward must be paid to secure the benefit of the mental or physical labor of men. In other words, generally speaking, "you cannot get something for nothing."

## Demand Determines Price and Supply.

If a community wants good street-railway service it must pay an adequate price for it. This does not mean that the price need be high. If the company and the community are working harmoniously along sound economic lines, there will result both the quality and the quantity of service demanded by the car riders, and at a price as low as possible for that service.

The law of supply and demand has never been repealed, in spite of the efforts of impractical theorists, and it controls today just as it has always. The necessary precedent to the supply of any product is a demand for that product at a price which will pay for its cost, which cost includes a reward sufficient to attract capital and brains for the production of the product. If the cost of production requires a price too high for the demand, production will cease. The price is sometimes paid in an indirect manner, as in the case of many municipal water-works. The cost of water to the community is a great deal more than the consumer's price per cubic foot, and is paid indirectly through taxes.

It is believed that there is a sufficient demand for street-railway service in large communities to provide for a supply at a price which will pay the cost of production, including the necessary reward for management.

## Prerequisites of a Sound Arrangement.

It is also believed that with an agreement based on sound economic laws, private ownership and operation of street railways will bring about the best results for the community.

The fundamental necessity of a sound arrangement is a financial plan which will provide for the proper capital requirements of the company. In a growing community the necessity for new money for street railways has been and is the vital problem of the industry. With this feature properly cared for, the way is open for successful operation.

## Present Bases of Reward.

In nearly all present service-at-cost agreements between cities and their street railways, a reward for financial and operating management is intended to be provided in one of the three following methods:

1. By allowing a return on capital which is assumed to include sufficient reward for management.

Mr. Squire, of counsel for the Cleveland Railway Co., pointed out the defects in this plan in an article which appeared in *Aera* of August, 1918, and in a speech quoted in the January, 1920, *Aera*. In the former he says:

"The Tayler plan, it may be remarked \* \* \* is, in some respects, more dangerous than the Johnson three-cent fare plan. It is more specious. \* \* \* The company today has sustained a diminution in capital value \* \* \* and is still running behind, although the maximum rate is now in effect."

In his January, 1920, speech he said, in part:

"This service-at-cost plan sounds good, sounds something like the League of Nations, sounds something like the Golden Rule, but in the long run it is only what we can give as a matter of initiative, as a matter of improvement of the service, that will bring about the prosperity of these railroads, and the fact that we are today optimistic, and the fact that today we believe we have, notwithstanding our vicissitudes, one of the best street-railway systems in this country—and I want to say this in all earnestness—is owing to the fact that we have a John Stanley at the head of our system. It is due to the fact that he has a large investment in this property, that he has looked out for the stockholders, and when the day comes that John Stanley has to step aside, and does step aside, and the railroad is run by people who simply get a salary for so doing, and have no other or further interest in it, then you will see this plan of service-at-cost go down, and that is what I want to say and impress upon you, gentlemen, as the fundamental defect of a service-at-cost plan.

"I do not know that you will find anything better in the long run, but that is not what is going to win out as against a good business administration that has some reward offered to it for efficient service and for ability and attention and for devotion."

2. By providing an increasing reward to the company for decreasing fares.

The defect in this method is pointed out on page 16 in the 1919 annual report of the Cleveland Railway. Referring to a suggested amendment to the Cleveland agreement providing an increasing allowance to the company with decreasing fares, similar to a provision of this kind in the Cincinnati agreement, the report says:

"\* \* \* There would be a great temptation to let the property deteriorate \* \* \* thus impairing the security of the investment of the stockholders \* \* \*. permitting service to become unsatisfactory because of poor track and equipment."

The results in Cincinnati of a recent attempt to sell \$6,000,000 worth of securities indicates that the fears expressed in the Cleveland report may have been realized. In any event, the company was able to secure just enough money on short-term notes to pay maturing obligations and an indebtedness to the city, only a small fraction of the amount required.

3. By establishing a standard either of service or of cost, by which the efficiency of the management is supposed to be measured and correspondingly rewarded.

This method is reminiscent of the recent efforts of the peacock of Potsdam to secure 100 per cent scientific efficiency through his system of Kultur. Aside from ignoring the human element, it is hopeless to attempt to take into account in any standard of measurement all of the variables necessary to the determination of the efficiency of a railway management.

## Suggested Basis—Reward for Results.

Although it is impossible to establish such a standard as is required for the successful application of the third method just referred to, it is possible to establish a reward for management which can only be achieved in its maximum amount through the most intelligent and effective effort, consonant with the best interests of the community served. The reward must be based definitely and logically on results, and not on compliance with some arbitrary



pseudo-scientific standard through which it is hoped that the desired results may be secured.

To make the greatest profit, a manufacturer must produce the best article at a cost which will permit a price justified by the demand for the product. If the business is on a sound basis, he can, by decreasing costs and reducing the price, increase sales. Profits per unit will be decreased to take full advantage of increased demand at a decreased price, but the gross profits from the business will be increased. If, on the other hand, costs and price increase, demand slackens and gross profits are reduced.

All present arrangements between cities and street railways seem to ignore the possibility of agreeing on a plan which will allow the company and the city to proceed in accordance with these fundamental principles on which the best interests of the city and of the street railway depend. The best interests of the city and the car rider require such quality of service and such price as will attract the largest number of car riders. When the largest possible number of car riders has been carried, it means that the quality of service and the price have been most nearly adjusted to the demand for service.

If the reward to the company is proportioned to the number of passengers carried, its interest, in turn, will be identical with the car rider's, and will furnish the necessary incentive to it to adjust, as nearly as possible, the quality and price of service to the demand. This is the underlying principle which leads up to my plan to provide the reward for management.

#### Proposed Solution.

The best method of making this reward effective is to fix the rate of fare so as to provide an allowance to the company of a sum of money for each and every passenger carried. This allowance should be a charge against the cost of service in addition to other charges covered by a service-at-cost arrangement, and considered as a part of the total cost of capital.

With this reward in view, the company will naturally make every effort to provide service which will bring the largest number of car riders.

The company's incentive to economy in financial as well as operating management is vital, because any additional expense will increase fare, and increased fare will decrease riding.

And so, any economies effected in costs will decrease fares and increase riding.

The effect of such an arrangement on the morale of the operating personnel should be powerful, inasmuch as this plan brings out positively and prominently the fact that the street-railway industry is a selling business and that the success of the company depends primarily upon its ability to sell its product—car rides. It is difficult to conceive of any more forceful method of bringing about a proper attitude on the part of the company toward its customers.

The investment of capital to produce better service is in the interest of both the company and the car rider, only if the cost will bring commensurate return in improved service or in operating economies.

The allowance to the company per passenger should be reduced (not, of course, in direct proportion) with an increased volume of business, certainly if the number of passengers carried per dollar invested increases.

Under such an arrangement there could be no objection on the part of the company to allowing the fullest investigation and control of investment and service by proper public authority.

#### Modifications Possible.

Some modifications of this plan may be desirable due to local conditions, although the broader and simpler the arrangement, the greater will be the success of its application.

Among other modifications it might be advisable for the company to accept a nominal reward per passenger for the ordinary increase in passengers carried due to the growth of the community, and a substantial reward for any traffic in excess of this. It must be sufficient, however, to keep service abreast of community development.

Allowance to the company per passenger could be proportioned to its success in completing within a given period additional capital investment, determined by agreement or arbitration based on estimates, to be required. A modification of this kind might be used to harmonize the views of the community and the street railway

company if the problem of inadequate facilities is acute. To illustrate: A community might feel that no reward should be allowed to the company until after a large investment necessary to improve a depreciated property had been made.

The allowance per passenger to the company could be based on an estimated proper ratio of passengers per dollar invested, but this seems to introduce unnecessary complications.

An additional incentive to management to secure cheap capital could be provided by increasing the allowance for decreased capital costs per dollar per annum and decreasing the allowance for increased capital costs.

These provisions are simply possible refinements of the plan, but it is not believed that they are necessary in order to augment the incentive to the company to improve service and decrease costs in order to sell more rides and increase its reward.

#### Application to Profit-Sharing.

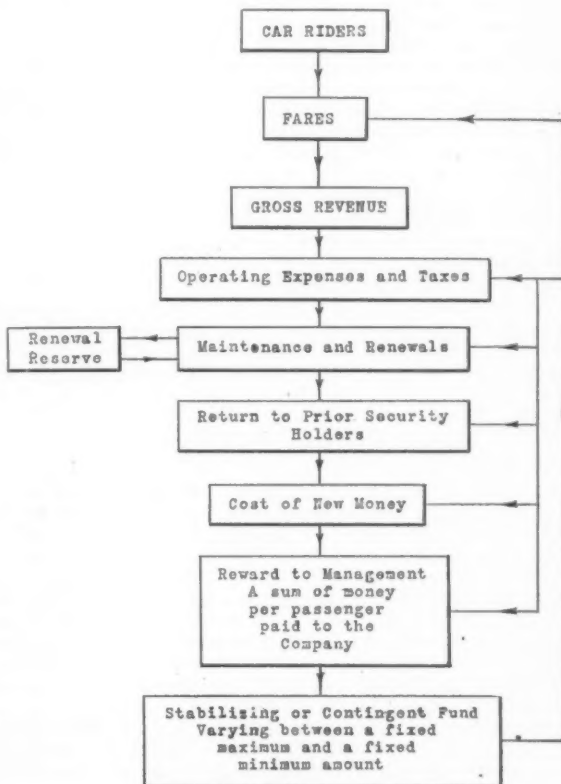
Some adaptation of this plan permitting a division of the allowance between capital and labor presents attractive features. Such a division of the reward would give a direct incentive to the employee to increase the sale of his product—car rides—and could be regarded as a wage to the employee for his interested effort over and above a basic amount paid him. From a similar viewpoint the cost of capital without the reward for management may be regarded as the bare living expenses of the capital invested, and the additional reward as its wage for its interested effort.

In this connection it may be noted that within reasonable limits the greater the reward offered for management, the higher will be the efficiency of the management it will be possible to employ, and the lower the cost of fare due to greater efficiency.

#### General Application.

Although this plan of reward for management seems to adapt itself more readily to street-railway operations, other industries engaged in the production of standardized measurable units can be, and many successful ones in effect are being conducted in accordance with this principle.

Following is a diagram showing disposition of items under this plan; also a statement of results from its operation based on certain definite assumptions.



### Forecast of Annual Results.

From operation of reward for management feature cost-of-service plan, based on—

First—An initial reward for management of one-tenth cent per passenger.

Second—A reduction in reward per passenger of 1 per cent for each 2 per cent increase in passengers above the highest number carried in any preceding year.

Year.	Passengers.	Reward per passenger cents.	Gross reward.
1920.....	260,000,000	.1	\$260,000
1921.....	267,000,000	.0986	263,262
1922.....	275,000,000	.0972	267,300
1923.....	283,000,000	.0958	271,114
1924.....	291,000,000	.0944	274,704
1925.....	300,000,000	.093	279,000
1926.....	309,000,000	.0916	283,044
1927.....	318,000,000	.0902	286,836
1928.....	328,000,000	.0888	291,264
1929.....	338,000,000	.0874	295,412

### Renewed Activity in Leasing Mexican Oil Land and Large Increase in Dwelling Operations.

Tampico, Mexico, June 17.—[Special.]—One of the encouraging features of the oil industry that has come into prominence since the change in the national administration of Mexico is the renewal of activity to a marked degree of leasing land for petroleum development purposes. During the oppressive regime of Carranza it was practically impossible for foreign interests to acquire lease holdings in Mexico without running counter to vexatious and expensive decrees. As a direct result of the removal of these harassments representatives of practically all of the larger foreign oil corporations in Mexico are securing leases all through the Gulf Coast region. At this time there is especial interest being taken in the oil possibilities of the district situated about midway between Victoria, State of Tamaulipas, and Matamoros. Several weeks ago oil was struck in that prospective new field, but the well is said to be still in an incomplete state, and its potential capacity is not known. Several thousand acres of land in that district have been leased by American oil interests during the last two or three weeks. With favorable Government attitude toward this industry an enormous campaign of development will take place within the next few months, it is expected. Practically all of the territory along the coast from the Rio Grande to Vera Cruz and extending toward the interior for 50 to 75 miles is looked upon by oil experts as being probably good for production, not that it is solidly underlaid with petroleum, but scattered through it are pools which may be found by systematic wild-catting.

Another phase of the industry at this time is the large increase in drilling operations. Not only are all of the larger companies displaying renewed energy in the matter of putting down additional wells, but several new concerns have entered the industry and promise to become large producers within the next few months.

The new 10-inch pipe line of the Mexican Gulf Oil Co., which runs from its Prieto terminal on the opposite side of the Panuco River from Tampico to the Tepetate field, has just been finished and placed in operation. The line is 62½ miles long and is of 10-inch pipe throughout, paralleling the company's 8-inch line that has been in commission for several years.

At Horconitos and Tepetate the pump stations are not yet completed, but it is expected that they will be finished by July 1.

The present capacity of the line is 30,000 barrels of oil daily, but when the Horconitos and Tepetate pumping stations are in operation this will increase the daily capacity to 50,000 barrels.

A great deal of construction work is being done by the Mexican Gulf Company in the lower fields. At Chinampa a temporary pumping station has been completed, and the pumping plant at Amatlan has been enlarged. The capacity of the Tancochin water station has been doubled, and temporary pumping stations are being erected on the Lopez lease, in the Panuco district, and at Amatlan. On the Zuniga lease, in the Panuco field, the company is making additions to its pumping station.

A new and complete machine shop has been ordered from the United States for the Prieto terminal to replace the equipment now in use there. Upon its arrival and installation the machinery now at Prieto will be transferred to the south country.

### MR. RUFUS WILSON IN ENGLAND.

The Secretary of National Cotton Manufacturers' Association Is in England in Interest of World Cotton Conference.

Manchester, June 2.—[Special.]—Mr. Rufus Wilson, the secretary of the New Orleans Cotton Conference and secretary of the National Association of Cotton Manufacturers, arrived in England a few days ago in order to consult with the British Committee of the World Cotton Conference with regard to the English Conference to be held in June, 1921. Mr. Wilson should have attended the Congress of the International Cotton Federation to be held at Zurich next week, but he has received a cable from America asking him to return. Mr. Wilson has been good enough to make the following statement on the outlook for the cotton trade:

"The cotton industry of the United States is confronted with a situation which is singularly like that in England. So far from being out for an assault on the preserves of Lancashire, we American spinners and manufacturers will have as much as we can do for years to look after ourselves. I have been struck by the parity of the position of the cotton industry here with that of my own country. We are passing through an almost exactly similar crisis, especially in regard to inflation by overcapitalization. Mills in the United States have been acquired at extravagant prices and refloated in many cases on a very dubious basis. When we get back to pre-war conditions there is going to be some of the most serious trouble we have yet had to face. In my opinion, the fall of prices of American cotton is due to exactly the same causes which brought down the figures for Egyptian. Our banks simply closed on people who were holding. They had to sell the stock to meet the call. I look for a great future for the American cotton trade and for a big expansion of the spinning and weaving industry, especially in the South. An immediate difficulty is that of labor. The war shut off the annual inflow of approaching a million and a half of immigrants, and now that the negro, who was the agriculturist and the cotton picker, is gravitating to the better-paid industries, the outlook for both cotton and foodstuffs is serious. We and you here will pull through, but as to cotton goods, he will be a wise man who refuses to be hustled into purchasing any article of wearing he can possibly do without."

### Doullut & Williams Shipbuilding Activities.

Regarding its plans for additional facilities, the Doullut & Williams Shipbuilding Co. of New Orleans, La., writes to the MANUFACTURERS RECORD:

"This company is contemplating extensive improvements to its present plant, which will involve the expenditure of practically \$2,000,000. At present this yard is arranged for construction of 9600-ton down-draft-steel cargo carriers built after the Isherwood system of longitudinal framing. Practically all material entering into the construction of these vessels is being fabricated at the plant of the Virginia Bridge & Iron Co. at Roanoke, Va., and is delivered at this yard ready to be assembled.

"Our plant is working on a contract for eight vessels for the account of the United States Shipping Board, Emergency Fleet Corporation. For the purpose of this work the company has built a plant costing approximately \$1,075,000, located at the lake end of the industrial canal. In addition to the facilities for shipbuilding, it is the intention to add a fabricating shop, which will be able to handle all necessary fabrication of material used in ship construction, as well as the barges and structural steel work of every description. Also contemplating the addition of a dry dock, either two floating dry docks or one large graving dock capable of handling vessels up to 10,000 tons. It is intended to add to the machine shop in such a manner as to permit repairing and assembling of all classes of ship machinery.

"The directors have not yet decided whether or not this work will be performed by outside firms or whether it will be done entirely by this company. At present we have not contracted for additional machinery necessary to complete these extensions. While this yard is engaged on vessels of 9600 down-draft tons, it is in a position to take on work for ships of any size. There are four sets of ways built of continuous construction, each 500 feet long, so arranged that vessels can be constructed of any practicable length."

# The Housing Problem in Its Relation to Production and Contented Labor

By MORTON C. TUTTLE, Boston.

The housing problem is passing from the stage of being a source of anxiety to manufacturers to that of becoming a cause of concern for statesmen. No one will deny that the happiness of a family largely depends upon the sort of house in which that family lives. A domestic group housed in suitable surroundings is normally contented, good-natured and rather philosophical toward the minor accidents of life, and the individuals accept the faulty philosophy as their own.

Put the same group into unsatisfactory quarters, and in due course discomfort will breed irritation, and irritation, in turn, will breed inefficiency.

Industrially, family discomfort is certain to work out in discontent, with its direct consequences of low production and a state of mind which readily accepts the preaching of the red radical. In order to understand the working out of the matter, let us take a typical case and see just how unsatisfactory housing tends to produce exactly the elements of unrest which we earnestly wish to avoid in American history.

Angelo Marcelli hears that for the laboring man good wages are to be had in Blankford. New factories have been built there, more help is wanted and wages have risen. Angelo has a wife and three children. He has saved a little money—enough to pay moving expenses. He packs his goods and departs for Blankford. When he gets there he finds that the tenements of the kind he wants are all rented at a rate higher than he feels he can afford. He judges that later there will be better chances. Meanwhile, he compromises on a tenement very much less desirable than the one to which he is accustomed. His wife objects, as wives will, but Angelo half persuades, half scolds her into believing that very soon they will have a good house.

Into Blankford keep coming more families, attracted by the advertisements for help. They represent a great variety of ability. Some are skilled mechanics who draw twice as much pay as Angelo. They, in turn, look for homes, only to find dwellings of their accustomed grade all occupied. Accordingly, they bid up the rents on the tenements Angelo has been counting on to salve the feelings of his wife. Meanwhile, Mrs. Skilled Mechanic is as dissatisfied with her enforced location as Mrs. Angelo is with hers. Both women are in a strange town, and are a little homesick. Neither has ever perceived anything to be gained by concealing her true feelings as to her likes and dislikes. Each believes in sharing her sorrows with her helmsmate by delivering an analysis of them to him verbally at the close of his working day. Each believes not at all in the smiling face and silence in suffering, which their contemplation of the experiences of movie heroines might be expected to teach them.

With their wives temperamentally upset, and entirely frank about it, are Messrs. Angelo and Skilled Mechanic likely to be in a frame of mind to co-operate with their foremen, to the end that their gangs shall be happy and good tempered and anxious to produce a maximum? No, neither of them. Also "no" as concerns the maximum output.

For weeks both men lead a home life that in more cultured circles would be euphemistically described as "far from ideal," and then, when things at home are at the worst and there is no answer for the troubles, some bright soul at the works has a big idea. He suggests pulling a strike. This looks good; obviously it means more money, and with more money you can take the wife and kids to a better tenement, buy them some new duds and get them to feeling contented once more. Besides, it has been dull, and a strike offers change and a little excitement.

So there is a strike, and for two weeks Mr. Angelo, at his end of the line, and Mr. Skilled Mechanic midway of his, draw no pay. Being strangers in town, they cannot secure credit from the grocers. Presently they have to sell a few of their possessions to obtain cash, for neither family had much ahead, else they wouldn't have left their old town.

At the end of two weeks they win the strike and gain 50 cents a day more than before. There are 12 days' lost time to make up. At 50 cents extra a day it takes Angelo 96 days' work to catch up on his lost time. When he has made it up he finds that \$3

more a week will not permit his living in a better house. There are none in the market.

Mrs. Angelo was never for the strike, and from time to time has indicated her lack of confidence in the family planning department. When it develops that she was right—as wives have an uncomfortable way of being—that nothing much has been gained and that home is no better or happier than it was before, Angelo is in no frame of mind to help his employer drive production to the end that America may lead the world industrially. If his employer had a home with a happiness thermometer registering as far below zero as does Angelo's, how would you like to ask him a funny conundrum?

And now amid the ashes of disillusionment appears a man of real sense—or so it seems to troubled Angelo. This man says he knows what is the matter. He explains most convincingly how the bosses own all the money and how they have taken it from the men, who really do all the work. He goes on to explain that the bosses don't care how badly the workers live, nor how briefly they live, but that they only care for getting the most work possible out of the men.

"If your boss has put it over on you good, see how he lives and think how you live. Are you even comfortable? Are your kids well? Is the wife contented?" So queries the man of real sense.

At this point we pause to point out that Angelo has lost touch with the co-operative spirit which is the strength of American industry. Did you ask if his production was at a maximum? No, you did not.

Suppose you were able to talk to him and he were able to analyze his problem, would you find that his highest want was too grasping? He would tell you he wanted a home where his wife and children could be happy. That he was willing to work in a decent place if, as a result, he could get immediate happiness for himself and his family. Mostly he would not talk much about saving for the future, because that requires imagination. His anxiety is to be pleased only with the present. He is in theory asking for less than he should have.

But why doesn't he move away if he does not like Blankford? For one thing, he cannot be sure that another town will be better for him. There is no one to tell him about rents and the chance for a job of his special kind. Besides, Nextville is far away and moving is expensive. As a practical matter, Angelo's affairs must be settled in Blankford. He must be made contented there or there he will remain discontented. Blankford will not grow better by adding discontented people or by sending them away still discontented.

Right here it should be emphasized that the difficulty lies not so much in an insufficient supply of houses as in the uncomfortable, unsuitable and overcrowded condition of those that exist. The actual shortage as such is provided for because the men are needed in the factories. Beyond bare provision, however, there is nothing.

What has caused the crowded conditions? Who should remedy them?

If the new factories had not sprung up, Blankford would be a comfortable town in which to live. But once a factory needs more people than there are available, it upsets housing conditions much as has been described. This affects not only the factory's own employes, but in the end all workers in the city. In a small community the effect may be seen by even the poorest and least ambitious families leaving for less crowded places. In larger cities there is only a greater congestion with an added discontent individually not much more intense but far more widely spread.

In a competitive labor market, with housing short, the employers are the first real losers through the reduced efficiency of their men. In these conditions the employer who can offer good housing has a great advantage. He can secure and retain help when competitors relying on the general housing market will fail to secure and maintain needed forces. Today many of the larger and better run manufacturing institutions are recognizing the gain in output that they secure through providing adequate housing.

With an increasing demand for output, more and more manufacturers will turn to housing as a relief to the shortage of labor



which is retarding their output. Thus strong competition for help will undoubtedly lead to a bettering of the housing conditions in many localities, but the effort of the factories alone will not suffice satisfactorily to solve the whole problem.

There remains the need of the great numbers of people who flock to the cities in response to the incidental needs created by the increasing concentration of manufacturing.

**A community seems still to think that it gains when a new industry settles in its midst. The opposite may be the fact. An undigested industry is not an asset: it is a liability. Hence, to secure permanent safety through the content of its people, that community which welcomes new factories must provide proper houses for the new workers, and must take definite steps to protect its present population from overcrowding and from the profiteering sure to arise from undue competition for dwelling space.**

Today there is small chance of workers building their own homes. Banks are not encouraging speculative builders whose efforts are not intentionally to relieve the rent situation. The housing problem is fundamentally a community problem to be solved by the enlightened judgment of the community.

And behind the local community is the State, with its responsibility for order and for the protection of property. A city does not combat its fire risk solely by increasing its fire-fighting apparatus, but by making and enforcing stringent building laws to prevent the erection of firebreeding buildings. By the same sign it is a short-sighted State that permits the continued existence of dangerous breeding-places for social unrest and shifts its reliance to its police and its militia for the responsibility for maintaining order.

The general responsibility and the problems which it entails, then, seem to rest first on the community in which industrial expansion takes place. Every such community should stimulate all efforts which tend toward an increase of home building. Banks and individuals should be encouraged to loan liberally to those who wish to invest in a home. Manufacturers' associations should take up the subject of co-operative building, and should combine to erect housing developments.

The State, in turn, should promptly take up the housing question first by investigating actual housing conditions and then by making its findings public, and by pointing out the results of crowded and unsatisfactory conditions. The State may, indeed, well consider it wise to loan money to industrial communities where the housing situation has become more or less acute.

**In the end community or State may well require evidence of the availability of ample housing space before permitting the building or factory additions in crowded sections. It is difficult to see what hardship would be caused by such requirement.**

### **No General Decline in Commodity Prices Before Next Year, Says Chicago Wholesaler.**

Chicago, Ill., June 5.—[Special.]—In discussing present market conditions, President F. S. Cunningham of Butler Bros. has this to say:

"Speaking broadly, commodity prices will not be lower before the spring of 1921, even if then. Not a few goods will be higher this fall than they are now. For more than six months every wholesaler has been contracting for his fall supplies at advanced costs. In many cases these goods could be replaced today, if at all, only at still higher prices.

"In certain lines, notably silks, prices had become inflated beyond reason. Reduced quotations in such lines are not symptomatic of the market as a whole.

"In order to think clearly one must discriminate between seasonal and staple merchandise. The cut-price sales now running over the country are confined mainly to spring ready-to-wear and kindred goods. As in every year when the coming of warm weather is late, retailers began cutting prices in May to avoid carrying the goods over.

"On staple merchandise there is only one legitimate reason why any retail merchant should sharply reduce his prices, and that is, the need of liquidation, even at a loss, in order to meet bank obligations. The store which, without such compelling reason, can

now afford to make deep cuts in its prices on staple goods, by that very fact makes public confession that it has been charging an illegitimate profit for its wares.

"Commodity prices in general are artificially high. They must come down. The sooner they come down, the better for everyone. But nothing is gained by ignoring the plain fact that wholesale prices (and retail prices) depend on the cost of production. Until that comes down, talk about a lower level of prices is vain.

"The factors which will make for lower prices are undoubtedly gaining in momentum. The factors which make for higher prices are losing in momentum. But the latter are still in the ascendant, and no one can say when the price-lowering factors will become dominant.

"With higher prices for foodstuffs in sight for this fall, wages cannot come down. There is an absolute shortage of the more important raw materials. The tie-up in rail and water shipping is depriving many mills of the materials they need to keep at work. It is a certainty that in most lines production still lags behind demand.

"We are in intimate and first-hand touch with all markets, and it is our best judgment that the general level of commodity prices will rise somewhat before it starts on the inevitable decline.

"One sign of returning health is that in the last 60 days we note a greatly increased demand for the less expensive grades of merchandise—dependable quality goods at moderate prices—and a relative falling off in the demand for the higher-priced, "fancy" grades which have been in such feverish demand for several seasons. We gather from this, and from what many customers have told us, that the mind of the buying public is changing. The average person seems to be returning to the habit of seeking a good article at a fair price rather than accepting the more expensive thing without question.

"There is no doubt that one fruitful cause of high prices has been this very preference of the public for merchandise whose cost lay largely in trim and finish rather than in those qualities which make for service and good taste. As always, supply has followed demand. Makers and retailers have concentrated on the "fancy" ends of their respective lines at the expense of the more moderate-priced goods which are normally in greatest demand. Advances in "fancy" grades of merchandise have been very much more marked than on the medium-priced grades, on which competition is always keen.

"In many retail stores the public has not been given a fair chance to buy moderate-priced merchandise. Either such goods have not been stocked or they have been kept in the background. This has served to give the public the idea that all goods have advanced equally, which is not the case.

"We think the policy of denying people the chance to buy medium-priced goods has been short-sighted. It certainly is wrong now when the public is again asking the price before it makes the purchase.

"We are advising our customers to bring to the show places in their stores the moderate-priced goods which they now have in stock, and to make such goods prominent in their advertising and show windows as they have not been made prominent in several years. We know that even in this day of high-priced merchandise it is possible for the trade to buy goods of dependable quality at moderate prices for the very good reason that now, as always, we specialize in just such merchandise.

"So long as everyone who wants to work has a job at good wages, retail trade cannot be but good. We advise our customers to keep their heads. If overstocked on seasonable goods or those of "fancy" grades they will do well, as always, to liquidate—at a loss if necessary.

"In staple merchandise, we distinctly recommend that prices be figured on the basis of actual value without respect to what individual overstocked or hysterical competitors may do."

### **For Enlarging Three Cotton Gin Works.**

Plans are contemplated for enlarging three factories, two at Birmingham and one at Atlanta, of the Continental Gin Co., Birmingham, Ala., manufacturer of cotton-gin machinery. It is proposed to extend the buildings and install additional new machinery for increasing the capacity. The company is prepared to engage an engineer and building expert to prepare survey and report.

# Water-Power Bill to Be Followed by Great Hydro-Electric Developments

On June 11 the MANUFACTURERS RECORD wired to President Wilson as follows:

"The unharnessed rivers which now run idly to the sea have a potentiality of millions of hydro-electric power, the utilization of which would lessen the demand on our coal mines, reduce the cost of power to thousands of industries, and eventually help to operate our railroads, and thus save much of the coal that now goes to waste on locomotives. In view of Attorney-General Palmer's decision that it is still within your constitutional power to sign the water-power bill, I earnestly hope, in the interest of the nation, in the interest of the conservation of coal, and in order to make coal available more freely than at present through the utilization of hydro-electric power where that can be created, you will see your way clear to sign the bill. Its value to the whole country, and to the South especially, cannot be overestimated."

All that was said in that telegram will be more than fulfilled by President Wilson's signing the bill passed by Congress making feasible the development of the vast hydro-electric potentialities in this country.

A few telegrams from leading hydro-electric companies indicate that this bill will have a very great effect in bringing about immediate development operations. Among the telegrams received by the MANUFACTURERS RECORD on this subject are the following:

## Alabama Power Co. Will Proceed Immediately with Plans for Additional Hydro-Electric Development.

[Telegram to Manufacturers Record.]

Birmingham, Ala., June 21.

Nothing more important to the future development of the industries of the South has been done than the enactment of the water-power bill into law, and nothing of so much promise to the present industrial situation. The acute shortage of coal and freight cars and the unsettled condition of labor the country over makes it imperative that early relief be had. The signing of the water-power bill permits this relief, and in addition the ultimate realization, as an incident to water-power development, of the improvement of the Southern rivers, giving us cheap water transportation, thus relieving the railroads of part of their overburdened condition, as well as minimizing the flood damage to the rich bottom lands by partial flow regulation.

The Alabama Power Co. will proceed immediately with its plans for additional hydro-electric development.

ALABAMA POWER CO.

## Will Result in Extensive Hydro-Electrical Development.

[Telegram to Manufacturers Record.]

Philadelphia, Pa., June 21.

The water-power bill is most important and will result in extensive hydro-electric development on the Pacific coast.

In view of the continued shortage and high prices of oil and coal, every encouragement should be given to water-power development during the coming years.

E. S. W. CLARK & Co.

## Vast Development of Country's Water-Power Will Follow.

[Telegram to Manufacturers Record.]

New York, June 22.

The signing of the water-power bill by the President will result in the vast development of water-powers throughout the country when financial conditions permit, which will mean a great impetus in the country's development, for which it has waited many years. It is one of the most constructive pieces of legislation of recent years, and will bring about favorable results.

BERTON GRISCOM & Co., INC.

## Virginia Company Would Develop 100,000 Additional Horse-Power.

[Telegram to Manufacturers Record.]

Richmond, Va., June 21.

We think the water-power bill as passed by Congress and signed by the President will have a decidedly good effect in encouraging water-power development. If proper financing can be arranged, it would be possible for this company and allied interests to develop about 100,000 additional horse-power in this territory.

THOS. S. WHEELWRIGHT,  
President Virginia Railway & Power Co.

## Will Make Possible Considerable Water-Power Development.

[Telegram to Manufacturers Record.]

Pittsburgh, Pa., June 22.

Federal water-power law does not directly affect our projects, which are located exclusively on privately owned lands and non-navigable streams. I believe the Federal law will make possible considerable water-power development on public lands and navigable streams throughout this country.

H. A. DUNN,  
West Virginia Power & Transmission Co.

## Immediate Development Indicated.

[Telegram to Manufacturers Record.]

CHARLES O. LENTZ,

New York, June 22.

The signing of the water-power bill by President Wilson opens the avenue for the development of many meritorious water-power projects heretofore dormant and stagnated for lack of Federal jurisdiction. The law will energize water-power development throughout the country as never before. As consulting hydraulic engineer, I already know of several applications which have been made.

CHARLES O. LENTZ.

## Must Have Intelligent Co-operation by States.

[Telegram to Manufacturers Record.]

New York, N. Y., June 22.

The value and importance of the water-power bill will depend largely on the intelligent co-operation of the States involved in developments. I do not believe the passage of the bill will be followed by any immediate development, as the cost of carrying out work under present conditions is excessive. The results will depend largely on the ability to obtain the necessary capital to carry out developments. Have nothing in view in way of further development by our company.

J. E. ALDRED.

## Present Bill Not Adequate, But a Move in Right Direction, Southern Power Official Says.

[Telegram to Manufacturers Record.]

Charlotte, N. C., June 21.

Unfortunately, there has existed in our country for the past 15 years a few people who thought they were conservationists. They were not. Their definition of conservation has been preventing something from being used that was going to waste rather than using something that was going to waste. They have been successful to some extent in getting their views before many people who did not give proper study to the subject, their argument being that if the public's interest in water-power was not safeguarded, the water-power interests would get control and charge the public any price they saw fit. This was and is absurd, due to the fact that public utility companies are subject to governmental regulations.

All of this has resulted in the water-power developments of this country being retarded, and our entire program of water-power construction being delayed.

The water-power bill, as passed, is not adequate for the growth

and development of our water-powers and industries of this country, but it is some slight progress, and the true conservationist may hope that it may be amended or extended so as to develop our water-powers and prevent the enormous waste we are permitting now.

Never has there been a greater need for the development of these powers than there is at the present time. It has been clearly demonstrated that any cessation of development by a water-power company in a territory which they are serving has dwarfed the community.

It has been further demonstrated that the proper development and utilization of water-powers call for enormous expenditures of money for reservoirs and stream regulations. This regulating of the streams itself is of just as great importance to the country as the development of the water-power, for recent years have shown disastrous results due to excessive floods, all of which can be relieved or possibly eliminated by proper development of the water-powers.

As to the Southern Power Co., I do not see that the bill will affect it in any way.

W. S. LEE,  
Consulting Engineer.

### Should Have Been Passed Long Ago.

[Telegram to Manufacturers Record.]

Augusta, Ga., June 22.

Water-power bill of great importance and should have been passed long ago.

C. S. BANGHART,  
General Manager Augusta-Aiken Railroad & Electric Co.

### Du Pont Interests Holding in Abeyance Large Developments Pending Favorable Legislation.

[Telegram to Manufacturers Record.]

Wilmington, Del., June 22.

Referring to your inquiry in regard to the signing of the Administration water-power bill, I am glad to give you my personal views.

The American Nitrogen Co., Ltd., a subsidiary of E. I. du Pont de Nemours & Company, secured in 1914 a license to use the most successful commercial process for the manufacture of nitric acid which had been developed. This process required a large amount of cheaply developable hydro-electric energy for its successful commercial installation.

After careful study of the water-power situation in the United States, and the legislation affecting the development of new projects, we reluctantly came to the conclusion that we would have to seek power in Canada, where the laws for development and practical operation were such as to safeguard such large expenditures as would be necessary for the commercial installation of this process.

We were restrained from making a development in Canada due to the desire of our War Department to have such installation within the United States as a war preparedness measure, and have since been awaiting with more or less patience the passage of reasonable legislation for water-power developments here.

Neither the Du Pont nor the American Nitrogen Co. have taken part in any large development of water-power. The Du Pont Company has a few small water-power developments at some of their plants, involving not over 2000 or 3000 horse-power, and is, therefore, not in position to give expert advice in regard to the water-power bill which recently became a law.

Due to the large use of power required for our proposed nitrogen plant, practically all of the large power companies have attempted to interest us in the use of their power or new power projects. We are informed by the most reliable of the power interests that the present water-power law should make possible the development of some of our most important power assets of the country. It is our hope that the economic large power developments of this country may be realized under this law, and that we may be allowed to establish the industrial production of nitric acid in this country without being dependent on shipments of Chile saltpetre and without the use of any of our raw materials except the hydro-electric energy perpetually generated in hydro-electric installations.

L. E. EDGAR.

### Monroe (Louisiana) Gas Field to Be Further Extensively Developed.

Monroe, La., June 19—[Special.]—Steps to develop the Monroe gas field, already one of the largest in the world, are to be undertaken on a bigger scale than ever by the leading gas and carbon manufacturing interests, working in conjunction with the companies which proposed to develop the northeastern Louisiana fields. These developments will go forward in eastern Ouachita parish, in north Richland parish and in Morehouse parish. The Sterling Oil & Gas Co. has been organized at Bastrop, Morehouse parish, and has acquired leases on 10,000 acres of gas and oil lands. This company is backed by wealthy Chicago and St. Louis business men. The Bell Oil & Gas Co. has also been organized at Bastrop to develop the Morehouse fields and has large capital back of it.

The Southern Carbon Co., which already has 14 carbon plants at Spyker, Perryville and Fairbanks, is preparing to move three carbon black factories to Perryville. The company will expend \$1,000,000 on new developments in the field. It has brought in five gas wells with a capacity of 10,000,000 feet of gas each, and is preparing to drill its sixth well at Spyker. Other wells will be drilled in the near future.

The United States Gas & Oil Products Corporation of Monroe, a \$1,000,000 Delaware corporation, which started to build a gasoline extraction plant and carbon manufactory at Cargas a year ago, expects to have 25 additional burning-houses in operation by July 1. It now has 25 in operation. Fifty additional houses will start in September.

The Transcontinental Oil and Gas Co. will drill northeastern Louisiana's deepest test well for oil in the northern part of Richland parish, two miles from the gas well of the West Virginia Oil & Gas Co. in Ouachita parish. Four or five of the big operating companies are preparing to drill in new fields in eastern Ouachita and in the northern part of Richland parish.

### Unable to Check Flow of Wild Gas in Union County, Arkansas.

Monroe, La., June 19—[Special.]—Gas is spouting from a thousand different crevices within a radius of two miles of the Constantine well of the Constantine Oil & Refining Co. of Tulsa, Okla., in Union county, Arkansas, and it is feared that if the wild gas is not eliminated, it may prove a seething volcano, possibly resulting in the destruction of the Constantine well and its properties. Parts of the field adjoining the Constantine well are on fire. The widespread escape of gas is believed to be due to the capping of the Constantine well two weeks ago. After the well had spouted out \$125,000 worth of gas, it was capped, and then almost immediately gas began spouting from any number of different crevices within a radius of one-half mile of the well and continued to spread. Gas exerts declare that the Constantine area is undoubtedly one of the most valuable gas fields in the world, but they fear that the whole area may be destroyed, or may prove worthless, as a result of wild gas escaping, as there is apparently no way to save it. Scores of farmers have abandoned their homes around the well and have fled to places of safety. Union county authorities have thrown a cordon of guards around the danger zone, but this is insufficient to prevent hundreds of spectators from coming to the well out of curiosity. Capping the well seems to have no effect on the escaping gas. Officials of the company say that possibly the only remedy will be to drill 8 or 10 different gas wells in that area. It is estimated that more than \$300,000 worth of gas has thus far been destroyed as a result of the miniature gassers.

### Likes Our Brand of Americanism.

E. J. HENNINGER, Manager Tennessee Valley Bank, Tusculumbia, Ala.—Enclosed you will find my personal check renewing subscription to your splendid publication.

I enjoy reading your paper very much; I like your particular brand of Americanism. Also am very much pleased with the spirit of helpfulness that you manifest towards the South. In this connection permit me to say that you are rendering a distinct service to the people and business of our Southern country.



## THE IRON AND STEEL SITUATION

### Some Steel Mills Have Reached Limit of Storage Capacity and Must Curtail Production—Heavy Movement in Tinsplate—Uncertainty in Coal and Coke Market.

Pittsburgh, Pa., June 21—[Special.]—Apart from a little decrease in car supplies to some of the steel plants a week ago owing to the inception of the railroad pools for moving lake coal and lake ore, supplies of cars for shipping steel have continued on the increase, although at a slow rate. With a slight further increase in steel production the industry as a whole is unable to ship altogether as much steel as it is producing, but the additions to the already large accumulations of steel at works are now small. In occasional instances mills have reached the limit of their storage capacity and have to curtail production to the rate at which steel can be shipped. Week before last, for instance, one of the pipe works in municipal Pittsburgh, where space is limited, had to close entirely, and last week there was a partial resumption in exact accord with the number of cars available. A similar condition has obtained with respect to the seven plate mills at the Homestead steel works. In the Mahoning and Shenango valleys, production of both pig-iron and steel has increased further, the rate being now between 75 and 80 per cent of capacity. That district still presents the worst case of congestion in the whole iron and steel industry.

#### Heavy Tinsplate Movement.

Orders issued by the Interstate Commerce Commission early in the month that preference be given to the tinsplate works in boxcar supplies were recently extended to the end of June. The accumulation of tinsplate at works had exceeded 2,500,000 boxes, enough to make about 1,000,000,000 two-pound cans, or above one-seventh of the estimated normal requirements of the fruit and vegetable packers. To date the reduction is at least 1,000,000 boxes to about 1,500,000 boxes, and the current production, which has averaged between two-thirds and three-fourths of capacity, has been shipped besides. That the orders from Washington were wholly responsible for the improvement is indicated by the fact that the three large tinsplate works on the Pittsburgh & Lake Erie, which were practically put out of commission by the rail strike of April, and even now are functioning quite poorly in general, have been well supplied with boxcars, returned or supplied to the road by other roads. At Monessen and McKeesport practically all the tinsplate accumulated has been shipped, while at Woodlawn two-thirds of the stock is gone.

#### Coal and Coke Uncertainties.

Prior to the boost given the Connellsville coke market by the rail strike and the ensuing traffic congestion there had been a little contracting for furnace coke for the second half of the year, but negotiations were naturally interrupted by the general derangement in the movement and the market. Perforce the negotiations have been resumed, the end of the present half-year, when many contracts expire, being so near at hand. Some business has been done, but both buyers and sellers experience much difficulty in making up their minds what to do on account of the great uncertainties in the outlook. Before the war, Connellsville coke sometimes sold at \$1.50 or less per net ton at ovens, and the \$6 Government control price during the war was considered high relative to pig-iron. Of late, however, Pittsburgh district coal has been selling in the open market at between \$8 and \$10 per net ton at mines, by-product coal being, if anything, higher than gas coal, let alone its being higher than steam coal. The ton and a half of coal required to make a ton of coke would be worth \$13.50 on a \$9 coal market and only \$1.50 for conversion would make \$15 for coke, a price no furnace would think of contracting to pay throughout the second half of the year. Perhaps coal will go down, but no one can prove that it will not advance. Some furnacemen have paid \$15 for spot furnace coke in limited quantities, but not all will do so, and the furnaceman does not know whether it will be worth while to pay any such price in the second half, for he does not know whether his pig-iron will be in request. As a salesman, the furnace operator may talk in sanguine vein, but the consumers

are not contracting for second half pig-iron, and it is rather awkward to buy fancy-priced raw material now and simply have hopes that customers will buy fancy-priced finished product later.

Some coke producers and furnacemen will probably get together on open-price contracts, the tonnages and deliveries being arranged, with the price subject to monthly or even weekly adjustment by mutual agreement. Some business, however, has been closed, including a fair tonnage at flat prices between \$10 and \$12 and contracts aggregating about 25,000 tons a month on a 4 to 1 ratio. This means that when, as at present, basic pig-iron is \$43.50, valley, per gross ton, the coke will be invoiced at one-fourth as much, or \$10.87½, per net ton at ovens. Comment is being made on the weirdness of the situation from the viewpoint of a dozen years or more ago. Then there was talk of there being eventually a shortage of iron ore, with known supplies sufficient for only a few decades, while there was several trillion tons of coal in the ground, enough for thousands of years, and meanwhile it has been shown by by-product coking developments that much of this coal can easily be coked. The exigencies of the situation, however, and particularly the unwillingness of many men employed by railroads, including some others than the rank and file of the workers, to work hard and intelligently, make it that the pig-iron producer is called upon to pay out more than one-fourth of his revenue merely for his coke. At a 4 to 1 ratio it must be remembered it requires more than a net ton of coke to make a ton of pig-iron, and there is freight on the coke besides, and the furnaceman may have old pig-iron contracts to fill at lower than the current market price, which fixes the invoice price of the coke.

#### Sheet and Tin Mill Labor Troubles.

The annual negotiations between the union sheet and tin mills and the Amalgamated Association are usually tame affairs, but this year's conference at Atlantic City had a dramatic ending, leaving it that there can be no union operations after June 30, so that the sheet and tin mills hitherto union will either be closed or will be operating non-union. The split was not upon wage rates, hours of labor or working conditions generally, since the Amalgamated Association would probably have receded from its rather strong demands, as it has done from similar demands in previous years, but upon the demand of the workers that if, after having signed the scales, covering the tonnage men at the hot mills in the sheet and tinsplate plants and the tinhouse workers, they should organize other departments of the mills, they could go on strike for enforcement of scales formulated for such other departments. In previous scales the preamble has provided that other departments could be organized and scales presented, but that if no agreement were reached the workers in the departments for which the annual scale had been signed should stay at work to the end of the scale year.

All told, there are about a thousand sheet and tin mills in the industry, in plants containing from 6 to 44 mills each. About 40 per cent of these mills are union, the remaining 60 per cent, including all the Steel Corporation mills, being non-union. The Amalgamated Association's object in making its remarkable demand was evidently to forestall action by the American Federation of Labor, which has shown signs of an intention to call another strike for the iron and steel industry.

Just what will occur next month remains to be seen. Some of the Amalgamated men may refuse to go on strike, the mills involved thus becoming non-union, and the whole movement play out, leaving the entire iron and steel industry non-union, or at the other extreme the Amalgamated Association may succeed in organizing some of the mills now non-union, thus producing a strike of considerable magnitude, extending, possibly, even to departments outside the manufacture of sheets and tinsplates.

#### Markets Quiet.

The pig-iron market is very quiet, there being less of the demand even for prompt iron that characterized the market a few weeks ago. In some instances consumers have asked for postponement of deliveries, presumably as a result of the better shipping facilities the furnaces now enjoy. Some producers express the hope that if the pig-iron market is going to break it will do so quickly and be

done with the matter, so that a fresh start can be made. As has been pointed out in previous reports, pig-iron is too high relative to finished steel prices, and the finished steel market certainly shows no signs of advancing. Prompt prices show a declining tendency, while the large independents that are quoting for deliveries in, say, two to five months, are holding their prices firmly. The Steel Corporation prices seem to be in no danger, consumers being ready to contract as far ahead as the Corporation will permit.

### Country's Coal Production Continues to Increase— Slight Decline in Output of Coke for Past Week.

A steady increase in the production of soft coal carried the output during the week ended June 12 to the highest level attained since before the switchmen's strike, according to the United States Geological Survey. The total output (including bituminous, lignite and coal coked at the mine) is estimated at 10,332,000 net tons. Compared with the 9,568,000 tons produced in the latest preceding full week (May 23-29), this was an increase of 8 per cent.

The average production per working day was 1,722,000 net tons. This was still 6 per cent below the rate just before the switchmen's strike, and 17 per cent below that of October, 1919. Incomplete returns for the present week (June 13-19) indicate a further slight increase.

Production during the first 140 working days of the last four years has been as follows:

1917.....	246,540,000	1919.....	192,489,000
1918.....	253,563,000	1920.....	231,380,000

The year 1920 is thus 38,900,000 tons ahead of 1919, but is 15,200,000 tons behind 1917 and 22,200,000 tons behind 1918.

Recovering from the depression of the Memorial Day holiday, the production of anthracite during the week of June 12 rose to the highest level attained in recent weeks. The week's loadings (in part estimated) amounted to 36,900 cars. This indicates a total output, including mine fuel and local sales, of 1,895,000 net tons. Unless revised downward as the complete returns are received, this will stand as the largest production in any week since last December.

The cumulative output since the beginning of the calendar year now stands at 38,278,000 net tons. Compared with the year 1919, this is an increase of 3,231,000 tons, or 9 per cent.

The production of beehive coke declined slightly during the week ended June 12. The total output, estimated on the basis of shipments over the principal coke-carrying roads, was 408,000 net tons, a decrease when compared with the preceding week of 4000 tons.

The decline centered in Pennsylvania. Production in the Connellsville region was reported by the Connellsville Courier as 185,230 tons, almost exactly the same amount as was produced in the last week of May.

The cumulative production since the beginning of the year is now 9,762,000 tons, an increase over the corresponding period of 1919 of 823,000 tons.

The total dumpings during the week of June 12 were 164,337 tons, as against 959,265 tons in the corresponding week last year.

The cumulative tonnage from the beginning of the season now amounts to 2,515,000 tons.

In the corresponding period of 1918 it was 5,880,000 tons, and in 1919 7,076,000 tons. The present season is thus about three and a third million tons behind 1918, and four and a half million tons behind 1919.

### Increased Pig-Iron Output in Southern Districts— Coke Situation Improves.

Birmingham, Ala., June 21—[Special.]—With more settled weather conditions, particularly from the standpoint of brown ore operations, the furnace interests of the South are gradually working towards increased output of pig-iron. Two additional stacks are in preparation for blast the first of July. The coke situation is also materially undergoing improvement. The by-products ovens, operated by a commercial company at Ensley, which have been operated on short time on account of insufficient coal supply,

will be able to produce continuously by reason of recent arrangements for regular coal supply. Other ovens which have been temporarily out of commission are also due to be numbered as regular producers during the month of July. These factors should tend to show a very material increase in production of pig-iron. The demand continues strong, and sundry solicitations have been received for 1921 quotations. Thus far no furnace interests are found to be willing to quote for any period of next year, notwithstanding the fact that substantially all of third quarter 1920 business has been absorbed by the producing interests, and some have taken on second half and fourth quarter business. There has been no semblance of reduction in prices, the market holding firmly at \$42 by the foundry iron producers.

The general castings foundries of the Birmingham district continue to operate on full time. Large sugar-house machinery contracts are being prosecuted by three of the larger foundries, and in addition one foundry has booked orders for a number of Corliss engines. Building castings and oil well castings, both gray iron and steel, continue in brisk demand. The foundries of the Birmingham and Anniston districts are daily making shipments on these orders. Even the foundries which specialize on sash weights and Ogee washers have orders in hand for many months ahead.

The cast-iron soil pipe manufacturers of the Anniston district report no appreciable slowing down in demand for their product, and full time obtains at all plants. The high-pressure pipe plants also report substantial business in hand and in prospect for several months in advance. With the increased demand for soil pipe and high-pressure pipe, there has been an extra demand created on the furnace producing interests of the South, thus cutting down the percentage of iron shipments into far Western, Middle and Eastern territories.

Demand for coke exceeds production. The Somet-Solvay Company, owners of 240 by-product coke ovens at Ensley, will launch into full operations early in the month of July. The Alabama Company, which now furnishes 1000 tons of coal per day to this concern, will continue its supply of coke, and in addition thereto the Sheffield Coal & Iron Co. will supply approximately 800 tons of coal per day from Porter mines. The Pratt Consolidated Coal Co. will also supply a quantity of coal from their Littleton mines. Coke prices continue firm at \$11 to \$12.50 per ton f. o. b. cars at the mines for 72-hour product. One of the large producers of 72-hour foundry coke is still out of the market on account of its ovens being out of commission.

The demand for cast scrap continues good, but steel scrap is more or less a drug on the market, due to inability of Southern scrap dealers to make shipments into Northern territory by reason of embargoes and transportation "tie-ups."

Following are the pig-iron and scrap iron and steel quotations for the district:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$42; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$43.60; iron of 2.75 to 3.25 per cent silicon, \$45.20; basic, \$42; charcoal iron, \$55 f. o. b. furnace.

#### OLD MATERIAL.

Old steel axles.....	\$30.00 to \$31.00
Old iron axles.....	29.00 to 30.00
Old steel rails.....	22.50 to 24.00
Heavy melting steel.....	20.00 to 21.00
No. 1 railroad wrought.....	23.00 to 24.00
No. 1 cast.....	30.00 to 35.00
Stove plate.....	25.00 to 28.00
Old car wheels.....	29.00 to 30.00
Old tramcar wheels.....	29.00 to 30.00
Machine-shop turnings.....	12.50 to 14.00
Cast-iron borings.....	12.50 to 14.00

### A Message That Heartens for Harder Work.

WALTER G. PARK, Park & Stone, Blakely, Ga.—I have learned more from the MANUFACTURERS RECORD concerning things worth while during the last twelve months than from all other sources combined.

However, were this not the case, I feel that it is a public duty to help, although in a small way, in the splendid and, I hope, effective fight you are making for the South. No one has ever placed before the world in so strong a light the South's struggle for its very existence.

In behalf of thousands of honest hard-working but greatly oppressed people I bid you Godspeed in your great undertaking. In the parliament of the world we look to you as our spokesman.

Please continue my subscription (\$6.50) and forward for one year to H. E. Park of Sylvester, Ga. Check enclosed—\$13.

# NEWS AND VIEWS FROM OUR READERS

[Publication in this department of letters from our readers does not mean that we either approve or disapprove the views expressed. We believe in a full and frank discussion of the mighty questions of the hour, for only in this way can the truth be found. Therefore we often publish letters with which we do not agree.—Editor Manufacturers Record.]

## A Crisis in Our History.

CHAS. E. CHIDSEY, Pascagoula, Miss.

The decision of the United States Supreme Court marks the beginning of a new era in our national affairs, for that decision has made it plain that if the labor unions or other radicals can control two-thirds of the National and State Legislatures, they can write their radical doctrines into the Constitution, and the people must submit or appeal to civil war. In short, they may by a single amendment strike a death blow at capital and the rights of property. If you think that the radicals will be slow about entering the door thus thrown open to them you are making a serious mistake.

Taine, in his analysis of the French Revolution, shows how the 26,000,000 of France in 1789 were mastered by 300,000 Jacobins, who by obtaining mastery of the legislative machinery and "en-virtue de la constitution" brought France to political, social and moral chaos, "established the worship of the goddess of reason" and slaughtered 3,000,000 of people before their madness was stayed.

I have, although I am an anti-saloon man, always opposed the Eighteenth Amendment because I regarded it as a fatal mistake. The radicals are in the saddle, and we are facing the most serious crisis of our history. What are we going to do about it?

## The Question of Universal Suffrage.

WM. C. SEDDON, Baltimore.

I wish to congratulate you for having in your magazine such a fair and dispassionate criticism of our Congress. I do not remember that our country has ever been afflicted by such a body before. We must remember, however, that this Congress was brought into power by the unfortunate mandate issued to the country by our President, who was obsessed with the belief that he ruled supreme, and what he commanded the people to do would be done. Most every person, even a child, resents "thou shall do this," etc. Therefore, this Congress was elected to show our President that he was not supreme. This was, of course, a handicap to start with. Our President was so great an egotist as to believe he could rule this body, although elected against his protest. Being politicians of no great caliber as to brain power and being anxious to please those voters who put them in Congress, they went to the extreme of disregarding the country's welfare. Remember, also, that an honest politician is an impossibility, for when he becomes honest he ceases to be called a politician, and is said to be a statesman. A politician is a man who wishes to retain the vote of his constituents, and he is led by their wishes, whether he approves them or not, whereas a statesman tries to instruct his constituents as to what he believes is right. A statesman, therefore, loses his seat at the next election. Can you, therefore, blame the ordinary run of men for deciding to remain politicians? I believe it was Disraeli who once exclaimed, "It grieves my soul to see our noble statesmen, through the poison of democracy, becoming despised politicians."

I have always believed universal franchise will finally ruin any country. I start with the belief that all of us are selfish and not one man in a hundred thinks right. If this be true, there are 99 men in every 100 who are to be led. What a magnificent field for the politician who is willing and finds it easier to yield to the mob rather than instruct it to follow what he believes to be the right path. Under these circumstances, our Congressional halls, under universal suffrage, will be filled with politicians, the majority of whom think of their own selfish ends rather than what is best for the country.

I formed my opinion of universal franchise at the age of 12, and have not experienced any change after thinking about the matter ever since I lived in the country and was returning home from a hunt and came across a polling place where some small office was

being voted for. I sat on the fence, watching the voters go up and asking for a ticket to drop in the box. I noticed that there were only two tickets, one blue and one white, there being only two candidates for the office. Alongside of me was a well-known loafing drunkard, very much under the influence of whiskey. After a while up drove a fine equipage, and out stepped Mr. Wight, a splendid philanthropist and the most beloved man in the county. He was warmly greeted by all the bystanders, and he dropped in the ballot-box a blue ticket and drove off. This drunken bum staggered forward and asked for a white ticket and dropped it in the box, and staggered back to the fence, and as he sat down said, "Well, I have killed that damned aristocrat's vote!" I was so shocked that I rushed at him and threw him off the fence, and luckily for both of us I was restrained by my friends in the crowd. Now, Mr. Wight had for a year kept this man on his farm, trying to reform him, simply from kindness of heart, because he had more slaves than he needed. I went home and told my father the story and then said, "Father, this settles for me the question of universal suffrage."

## Wipe Out Radicals, Whether They Be Republicans or Democrats.

J. L. HAWLEY, General Manager Rockingham Railroad Co., Rockingham, N. C.

The cover of your issue of the tenth is a ringing call to the manhood of America, but why is it that all these warnings fall on deaf ears or never reach the voters?

We have the spectacle of organized opposition to the rate advance for Southern lines of 31 per cent and one man, (mis)representing the Southern Traffic League, very blandly states that the Eastern roads have made their case, but the Southern roads do not need this much.

He would hold his position about 15 minutes if he were to suggest to his principals that they content themselves with making an advance of 56 per cent on pre-war prices.

What if 31 per cent should prove too much? It is less than any advance in material that the railroads buy today.

Coal, which constitutes the greatest single item of expense for the railroads, sold in pre-war times for 90 cents a ton f. o. b. mines, and by reason of the supineness of Congress and the failure of the President to invoke the Lever Act, the tidewater demand is such that the coal operators are asking for this month \$8.50 per ton f. o. b. mines. A little better than a 56 per cent advance, eh? And so it goes all down the line.

We are not in sympathy with the Gompers, the Emma Goldmans, the Lenines and the Trozskys that have made a shambles of Europe and would fain make one of America, but we do think that it would be the greatest wisdom to make a clean sweep of the radical Republicans in Congress (so far as they stand for re-election this coming November) as well as the recalcitrant Democrats, who have sold their birthright for a "mess of pottage." Like Esau, they should have to seek a place of repentance, with tears, and find it not.

Of course, Mr. Gompers' threat that he is going to put out all the men who voted for the Transportation Act of 1920, the first real statesmanship piece of legislation in favor of the railroads that has been enacted for a brace of decades, is an idle one, but should be vigorously combated.

Why not publish the names of the men who did not vote for it in your valuable paper, with an editorial urging all 'right-minded, red-blooded Americans to see that they are not returned?

## No Time for Gloves.

C. C. KING, Dallas, Tex.—Herewith check for subscription to your excellent publication for one year. It is to be regretted we have not more editors who handle public questions without gloves.



## RAILROADS

### Street Railway to Be Reorganized.

The Valdosta Street Railway Co., operating an electric railway at Valdosta, Ga., has changed hands again, D. A. Finley having purchased it from C. M. Killian, who bought it last winter from the estates of W. S. and Eugene West, who were the original owners and builders of the line. During the period of Mr. Killian's ownership some repairs were made to the equipment, and earnings have increased, but he could not, it is said, take from his other interests enough time to give to the railway the attention which it needed. It is understood that Mr. Finley will reorganize the company and will invite the citizens of Valdosta to participate, as it is believed that a reasonable profit can be earned on a moderate capitalization. Some new equipment will probably be bought.

### New Missouri Pacific Securities.

The Missouri Pacific Railroad Co. has been authorized by the Public Service Commission of Missouri to issue \$12,730,000 of bonds and \$600,000 of notes, the latter at 7 per cent. interest and maturing serially in five years. The notes are to pay for 25 steel baggage cars and 10 steel passenger cars. The bonds will be used for several purposes—\$6,397,600 for refunding first mortgage 5 per cent bonds into 6 per cents and \$3,000,000 for acquiring property and for general betterments, while the rest will be used to reimburse the company for money already expended for equipment.

### Texas to Keep Its State Railroad.

The Texas Legislature has passed a bill to appropriate \$50,000 for maintenance and operation of the Texas State Railroad, 32 miles long from Rusk to Palestine, Tex. A minority report to direct the State Prison Commission, which operates the road, to sell it for junk was defeated. The State Penitentiary is at Rusk. Several months ago the road was offered for sale by the State, but without result. Connection is made at Rusk with the St. Louis Southwestern Railway and the Southern Pacific line, and at Palestine with the International & Great Northern Railroad.

### Scant Margin After Dividends.

The annual report of the Philadelphia, Baltimore & Washington Railroad Co., part of the Pennsylvania system, for the year 1919 shows gross income of \$2,626,855, a decrease of \$68,565 as compared with 1918. Net income was \$1,587,604. After the payment of dividends totaling 6 per cent. for the year there was left \$1384 to the credit of profit and loss. Other net credits totaled \$6704, making the aggregate to the credit of profit and loss at the end of the year \$13,802,017.

### New Equipment.

Atlanta & West Point Railroad has ordered from the American Locomotive Co. two mountain-type locomotives of 168 tons each.

Virginian Railway is reported to have ordered 1000 heavy hopper cars with six-wheeled trucks from the Pressed Steel Co.

### The Cotton Movement.

In his report of June 18, 1920, Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 323 days of the season was 11,634,755 bales, an increase over the same period last year of 722,263 bales. The exports were 6,119,402 bales, an increase of 1,434,482 bales. The takings by Northern spinners were 2,400,778 bales, an increase of 290,411 bales; by Southern spinners 3,249,832 bales, a decrease of 47,711 bales.

A six-story hotel costing \$600,000 will be erected at Bowling Green, Ky., by the Mansard Hotel Co. Contract is to be awarded on guaranteed cost and percentage plan. The architect is Brinton B. Davis of Louisville, Ky.

## TEXTILE

### Brandon Mills' Contracts for Additions.

All contracts have been awarded for the Brandon Mills' additions at Greenville, S. C., with J. E. Serrine as the architect and engineer in charge. The company will erect an additional building of reinforced concrete, 271x132 feet, costing \$250,000, the Fiske-Carter Construction Co. being the contractor. It will install additional machinery costing \$250,000, to include 8000 spindles, 48 looms and \$100,000 steam power electrical generating unit for 1000 horse-power, the daily capacity to be 7000 pounds of cloth.

### Dunean Mills to Prepare Silk Warp.

One thousand pounds of prepared silk warp will be the daily product of the Dunean Mills' addition, recently mentioned, at Greenville, S. C. The addition will be a 150x80-foot concrete steel sash and glass structure, for which the Nehry Construction Co. has the contract. It will be equipped with silk warp preparation machinery with 40-horse-power electric drive. J. E. Serrine is the engineer and architect.

### Halifax Mill to Add 300 Broad Looms.

Three hundred broad looms is the extent of new weaving machinery to be installed by the Halifax Cotton Mills, South Boston, Va., in the company's additional building recently announced. This new structure will be of cement and steel, 230x130 feet, the Foundation Company of New York being the contractor. J. E. Serrine of Greenville, S. C., is the engineer and architect.

### Textile Mill Notes.

J. S. Stark and associates plan to establish hosiery mill at Abbeville, S. C.

A. M. Kistler, Morganton, N. C., will build a 500-spindle cotton yarn mill at Hickory, N. C.

An increase of capital from \$400,000 to \$1,000,000 has been announced for the Saxon Mills, Spartanburg, S. C.

An increase of capitalization from \$3,000,000 to \$5,000,000 has been decided upon by the Woodside Cotton Mills Co., Greenville, S. C.

George N. Hutton, K. C. Menzies, H. J. Holbrook and associates have chartered the United Mills Co., Hickory, N. C., with \$500,000 capital to manufacture cotton yarns.

### How Postoffice Is Handicapped.

JOHN J. GROGAN, Secretary United National Association of Post-office Clerks, Wheeling, W. Va.

I am in receipt of your reprint from the MANUFACTURERS RECORD in regard to salaries of postal employees, and in my official capacity thank you for your interest in the matter. The article by Mr. Rosenberg is very much to the point, and in the first paragraph puts his finger on the crux of the matter when he says the Postal Service needs complete reorganization. I share his opinion that there is too much overhead in the service—too much handling and rehandling of mails. The service needs a Henry Ford or a Schwab to systematize it—it needs something as revolutionary as the linotype machine was to the printer's art. In spite of the criticism, I feel the present heads are as efficient as the cumbersome system will permit. The enormous increase in the mails has handicapped the service, and it and the employees are far more efficient than the press would have you believe.

As secretary of this organization I am interested primarily in obtaining favorable legislation for those in the service. We present our claims on a business basis, have no external affiliations and aim to tell the truth at all times. I know that the skilled nature of the work of those in the service should be far better compensated. Publicity will do the work and, while the increase granted is disappointing, yet I feel that Congress will do justice when it convenes again.

Congratulations on your splendid journal of business and manufacturing.

## Good Roads and Streets

### Texas Counties Projecting Big Road Construction.

San Antonio, Tex., June 19.—[Special.]—According to figures just compiled by the Southwest Texas Oil Men's Association, the highway construction program which is now under way in Southwest Texas is far larger than ever before known.

"The increased use of trucks for economical and short-distance hauling, as well as the automobile for pleasure and commercial use, is one of the main reasons for such an enormous road-building campaign," according to Rollen J. Windrow, State Highway Engineer.

"Another thing which causes so much work proposed at the present time is the delay in road building during the war, which was forced by lack of help and delay in selling bonds, on account of restrictions. With this out of the way now and with plenty of trucks and money from the Federal Government, as well as the State aid which supplements the road bond issues, there will be thousands of miles of new roads built in Texas during the next year."

Bexar county will expend approximately \$400,000 in road building. Of this amount \$150,000 is in bonds recently voted, \$201,553 in Federal aid and \$37,500 in State aid.

Nueces county, of which Corpus Christi is the county seat, has \$400,000 available, according to the figures. Of that amount \$200,000 is in bonds and \$200,000 in Federal aid. No State aid has been apportioned that county as yet.

Bee county has one of the largest available funds in the State with \$600,000 recently voted bonds and \$200,000 Federal aid.

San Patricio county, adjoining Nueces county, also has a big road-building campaign on with \$375,000 recently voted bonds and \$210,000 in Federal aid.

Kleberg county has \$350,000 in bond issues and \$175,000 in Federal aid granted. Lavaca, another coast county, has \$200,000 from bond issue and \$46,327 from State aid. Aransas county has \$100,000 in bond issues, \$57,841 in Federal aid and \$19,811 in State aid.

Refugio county has bond issues for \$140,000 and \$200,000 Federal aid.

Matagorda county has \$175,000 proposed bond issues with \$26,634 in Federal aid available.

Cameron county, the extreme southern county of the State, has already voted \$300,000 in bonds and has \$243,333 in Federal aid available. Hidalgo, the adjoining county, has a proposed bond issue of \$2,500,000, with \$15,000 in State aid. Jim Hogg county has just recently voted a \$25,000 bond issue.

Brooks county has available \$45,500 in State and Federal aid and a proposed bond issue of \$100,000. Webb county has just recently voted a \$300,000 bond issue and has \$130,000 in Federal aid granted. Dimmit county has a proposed issue of \$100,000.

Coming farther to the north, Medina county has voted \$800,000 in bonds and \$35,000 in State and Federal aid, equally divided. Uvalde, the adjoining county, has \$450,000 in bonds and \$100,000 in Federal aid. There is extensive development for oil in both of these counties, and good-roads building is a very necessary factor, it is stated. Oil operators are also supplementing these funds with road building of their own to their holdings.

Val Verde county also has a large road-building program on hand with \$800,000 recently voted bonds, \$112,843 in Federal aid and \$11,559 in State aid. Edwards county has bonds voted to \$400,000 and \$100,000 in Federal aid available. Kerr county has \$265,000 in bonds and \$100,000 in Federal aid.

Wharton county also has a good-sized program mapped out with \$2,000,000 in bond issues, \$179,750 in Federal aid and \$20,250 in State aid available for use.

Colorado county has a proposed bond issue of \$110,000, with \$44,000 Federal aid and \$96,343 in State aid available.

Fayette county has \$325,000 voted in bonds, \$177,773 in Federal aid and \$29,381 in State aid.

Jackson county has a \$60,000 bond issue voted. Calhoun county has \$100,000 voted and \$55,094 in Federal aid.

Goliad county has \$200,000 in Federal aid. Dewitt has \$40,000 in bond issues and \$40,000 in Federal aid. Gonzales county has a bond issue of \$430,000 voted this year to carry on road work in

two districts. Caldwell county has a proposed issue of \$100,000, with \$41,135 Federal aid and \$63,570 in State aid available.

Bastrop county has \$320,000 in bond issues and \$110,652 in Federal aid. Travis county only has \$25,109 in State aid and \$160,171 in Federal aid. Williamson county recently voted a \$1,500,000 bond issue and has \$200,000 in Federal aid. Llano county only has \$50,000 in Federal aid available.

Gillespie county has a bond issue of \$200,000, Federal aid of \$125,000 and State aid of \$75,000. Blanco county has \$75,000 in bonds and \$35,000 in Federal aid.

Hays county has already voted \$415,000 in bonds this year and has \$87,745 in Federal aid and \$14,682 in State aid. Kendall county has \$50,000 in bonds, \$24,051 in Federal aid and \$12,500 in State aid.

Guadalupe county has voted \$100,000 in bonds and has \$126,000 in Federal aid and \$14,300 in State aid. Atascosa county has \$125,000 in bonds and \$142,866 in Federal aid. Karnes county has a recently voted bond issue of \$300,000 and \$200,000 from Federal aid.

Live Oak county has \$130,000 in recently voted bonds, \$60,000 in Federal aid and \$65,000 in State aid.

### \$7,000,000 Worth of Good Roads Work Under Way in Georgia, With Other Large Contracts to Be Started This Year.

Atlanta, Ga., June 18.—[Special.]—Under the supervision of the State Highway Department, during the past year approximately \$2,000,000 has been spent for good roads work in this State, \$7,000,000 worth of work is now under way, and contracts have been awarded for other work that will start some time this year amounting to more than a million and a quarter dollars, according to the annual report of the State Highway Board that has just been issued by its chairman, C. M. Strahan.

In a letter to Governor Dorsey the chairman states that, according to a report of the Bureau of Public Roads, Georgia ranks fourth in the nation in the progress made to avail itself of the Federal-aid funds. Virtually all of the Federal-aid projects delayed during the period of the war are now under way.

When the Georgia Legislature convenes, the latter part of this month, one of the important subjects that will engage its attention will be the completion of the program looking toward a thorough system of State highways. It is probable that a bill will be introduced to amend the State Constitution in order to provide a bond issue to finance the highway work. The amount of this issue will probably be \$40,000,000 or \$50,000,000, and it will be decided upon at the polls by the voters.

Frank Reynolds, who has been lecturing for several months throughout the State in the interest of this issue, under the supervision of the State organization of county commissioners, declared that the State-wide sentiment favors it, and if brought before the voters the issue would carry by a big majority.

### Personal Mention.

Mr. George P. Mills, formerly electrical sales engineer of the General Electric Co., Philadelphia, has joined the staff of the Electric Furnace Construction Co., Philadelphia, to take charge of and specially develop electrical industrial heating furnaces.

The resignation of Mr. B. G. Prytz, president of S. K. F. Industries, Inc., has been accepted by the board of directors of the organization. Mr. Prytz having been elected managing director of the parent company, with headquarters at Gothenberg, Sweden. Mr. F. B. Kirkbride, vice-president since the organization of the company, has been elected to the presidency to succeed Mr. Prytz.

Mr. E. B. Merriam has been appointed director of industrial relations for the Schenectady works of the General Electric Co., to administer and co-ordinate hitherto separate functions dealing with the relations of employer and employees. The plant employs about 22,000 persons. Mr. Merriam was formerly manager of the industrial service department. He will have executive charge of employment, education, instruction and training, welfare, Americanization, safety, workmen's compensation and physical examinations. Mr. Merriam has been with the General Electric Co. for the past 19 years, having been through the student course, construction, testing, designing, engineering and commercial departments.

## Commendations, Kicks and Comments

### Would Be Glad to Pay More For It.

A. F. DODD, Secretary-Treasurer The Shook Manufacturers' Association, Inc., Emporia, Va.—We hand you herewith our check for \$6.50 to cover bill.

We also take this opportunity to express to you our appreciation of the service that you have rendered not only us, but the American people at large through the medium of your paper. We believe without doubt that the MANUFACTURERS RECORD is the best paper of its kind published. It will be a real pleasure to increase the subscription fee.

### How It Creates Business.

M. B. LEWIS, Gibsland, La.—Won't you kindly give me by return mail the names and addresses of the manufacturers of chewing gum? Am operating an extensive line of vending machines handling this commodity, and will appreciate your usual prompt attention, also put me on your list of subscribers for six months; will remit on receipt of invoice.

Through information from the MANUFACTURERS RECORD I have come in touch with business which has proven to be of great value, and your journal is beyond doubt the most complete of its kind that has ever been put into print—absolutely indispensable to that progressive business man of today.

### Stands by the Constitution.

W. F. HALL, Hall & Jones, Attorneys at Law, Harlan, Ky.—I am only too glad to have the opportunity to renew my subscription to your excellent magazine. The doctrines announced by your paper, put in practice, are just what has sustained this great nation in a healthy, vital living condition for 144 years.

I am against the League of Nations; I am against every line that is written in it, from the time its writer put down his pen until he took it up, and I am against everything in it that would dot an "I" or cross a "t" in our Constitution, or any of the other ancient institutions that has kept us together as a great nation. You have not written a line against it in which I do not heartily concur.

Find my check for \$6.50 for another year's subscription to your splendid paper.

### An Appreciative Bulgarian.

DR. M. E. TEMCOFF, Dermantsie, Loukovitsko, Bulgaria.—Your favor of April 20 is at hand. The news you are communicating to me are deal glad tidings. I just wonder what the contents of that letter of mine be, as I keep no copy of it. See, I can say in this connection, it is that you Americans will be Americans and nothing on earth will ever un-American you.

I certainly am exceedingly pleased and gratified with your procuring me a year's issue of your magazine in such a novel (to my people) fashion. Whether I could express my thanks to you in a more substantial manner is to be seen. For the time being I can just say, gentlemen, that I appreciate your indirect present most warmly, wishing you in the meantime all the success and welfare you are so deserving of.

[We lately published a letter from Dr. Temcoff expressing great appreciation of the MANUFACTURERS RECORD, but expressing his financial inability to subscribe. A Chicago business man who saw this authorized us to send the paper at his expense to Dr. Temcoff, and that has called forth the above.]

### In Favor of League of Nations, Therefore Opposed to Manufacturers Record's Views.

ARTHUR P. JONES, Jones & Company, Inc., Norfolk, Va.—We have issued instructions to discontinue our subscription to the MANUFACTURERS RECORD, principally for the reason that we are not in sympathy with the position of your editor, Mr. Richard H. Edmonds, on the Peace Treaty and League of Nations.

It was not our idea or intention to argue this matter; we believe that Mr. Edmonds is consistent in his opposition to this very important matter. The writer, however, is for the first time opposed to the policy advocated by the MANUFACTURERS RECORD and does not feel inclined to continue his subscription to the MANUFACTURERS RECORD under these conditions. Having spent a year in the Army in France, the writer feels that he is in very good position to judge conditions, and he is frank to say that he is in hearty sympathy with everything that Mr. Wilson has done and feels that his solution of the problem was the best for all the interests concerned and certainly the best compromise arrangement that could be agreed on between the Allies.

We think that such violent opposition as expressed in your editorials should go further and offer some constructive criticism.

We regret very much to have to part company with the MANUFACTURERS RECORD, but we believe that Mr. Edmonds will soon see what an injustice he is doing the Administration and the American people.

### Cannot Do Without It.

A. D. ALEXANDER, Manufacturing Machinist, Fredericksburg, Va.—Enclosed please find money order for \$6.50 for renewal. Cannot well do without your publication. Wish your editorials were printed in book form from time to time.

### Appreciated Praise.

NEWELL DWIGHT HILLIS, Plymouth Church, Brooklyn, N. Y.—Your letter has just reached me. Enclosed please find my check for \$6.50. The MANUFACTURERS RECORD is one of the most helpful and suggestive magazines that comes to my table, and I value Mr. Edmonds' work beyond all words.

### We Have No Hatred for Mr. Wilson, But Cannot Men Differ on Great Issues Without Hatred?

HERBERT A. JONES, JR., Hodgson & Jones, Montgomery, Ala.—May I express my sincere regrets that your hatred of Mr. Wilson should be allowed to so mar your otherwise excellent paper.

The writer served 27 months in the Army, 13 of them in France. I have seen much, suffered much, sacrificed much and still I hold firmly for the League.

### Holds That Saturday is the Sabbath.

JAMES H. CARBONE, 784 East 8th St., Brooklyn, N. Y.—In the May 27, 1920, issue of the MANUFACTURERS RECORD there appeared an article regarding Marshall Field & Company of Chicago, in which you laud their non-commercialization of Sunday, and went further to quote a letter from them to note "the position which the company takes in regard to their observance of the Sabbath."

It is inconceivable that the editor, who has heretofore written on such inspiring religious topics to business men, is ignorant of the fact that Saturday is the Sabbath.

Nowhere in the Bible is Sunday mentioned as the Sabbath.

For your information I quote from Gen. 2: 3—"And God blessed the seventh day, and sanctified it: because that in it he had rested from all his work which God created and made."

It is naturally assumed that this dictum applies to the universe. Yet it is refuted by many who claim that a space of time cannot be holy, further that if we lived near the North Pole, where a day is three months long, we could not know which day to sanctify.

It is evident, however, that the seventh day sanctification as enforced by the Scriptures is not carried out today, and that we keep Sunday as the Sabbath a day unauthorized by the Bible.

Indeed, if we limit the Sabbath merely to a rest day, any day might answer the purpose, but then we need no inspiration from the Bible to that end.

I would appreciate an expression from you through your magazine, or, in any event, a correction of the error.

### The Manufacturers Record and Its Editor are Absolutely Non-Partisan and Independent, as We Have Said a Thousand Times or More.

D. A. NEESE, Henderson, N. C.—Your letter of June 10 has been read with a great deal of interest. Especially the quotation from the Texas Gentleman. I note Mr. Anderson confers the high compliment upon you of calling you a Democrat. This statement is not enough to convince me that you are a Democrat. Nothing less than a plain statement on your part to this effect will convince me that you are a Democrat. In fact, the article mentioned on page 81 of your June 10 issue does not read like a Democrat at all to me. I have followed your suggestion and read this editorial carefully. A real Democrat, it seems to me, could not have been so mild in its treatment of the national scandal recently pulled off in the name of a "Republican Congress." It is true that you criticized it to some extent, but there with nothing else you could have done and been able to hold up your head for shame and expect the respect of your readers, regardless of party. The article in question started out apparently to "show up" the Republican Congress, but the impulse to criticize the Democrats and the present Administration was so strong that you have not gone a half column before you switched over to criticizing the Democrats, and this was kept up at intervals throughout the article.

You state that the last Congress was bent on investigation, and then put in a parenthetical expression, as follows, "And goodness knows there were plenty of things to investigate." Yes, there were things to investigate, and the Republicans investigated, too, in order to get campaign thunder, and about all the results obtained so far as I can determine, was some thunder for the Democrats as a result of the investigations into Truman-Newberry campaign, which resulted in his conviction, and then the investigations into the campaign expenses of other candidates for office, with the result that General Wood was caught with the "goods on" to the tune of about one and a quarter million dollars of slush money, also Governor Lowden about a half million—costing both of them the nomination.

What have you ever said about the many good things accomplished by the Democrats? Tell me, plainly, are you a Democrat? Either confirm or deny the statement made by Mr. Anderson of Texas. He says you are, and you quote it to me without comment.



## FOREIGN NEEDS

[The MANUFACTURERS RECORD receives many letters from abroad asking for information about American goods, and others, from men who wish to represent American houses. Without assuming any responsibility for these concerns, we publish a summary of the foreign letters of inquiry from week to week.]

### Dry Goods and Notions.

PERCIVAL I. BURKE, P. O. Box 231, Kingston, Jamaica, British West Indies.—I solicit support in securing connections for general dry goods and notions from a wholesale house who are prepared to cater to this market.

### Soft Goods.

AFRICAN OVERSEAS AGENCIES & INDENTING CO., P. O. Box 132, Johannesburg, South Africa.—This company, formerly W. M. Squire & Company, is open to represent in South Africa a few additional soft goods manufacturers.

### Automobiles.

JOSE E. RIVAS, Sevilla, Spain.—I take this opportunity to inform you that I am interested in the representation for the entire province of Andalucia for the sale of automobiles, especially cheap ones. Correspondence in Spanish suggested.

### Colonial Supplies, Hosiery, Leather Goods.

ALLALOUF & MOCHÉ, Rue Veria 10, Salonika, Greece.—Articles and products which interest us are as follows: Colonial articles, hosiery, general leather goods, for which we have opened special departments, and we would thank you to send us a list of American manufacturers for the above products by return mail. Correspondence in French suggested.

### Automobiles, Hardware, Electric Lights, Etc.

JUAN MARIO JOHNSON, Zabala No. 1570-Montevideo, Uruguay.—I intend to start in the automobile business, accessories and repairs for same, hardware articles, ironmongery, bazaar and electric-light fixtures. In other words, I am dealing in a general line of goods, all of which are of importance. I will continue to import on my own account. Correspondence in Spanish.

### Films—Leather Belting.

THOMAS BARROW, 3 Fourth avenue, Small Heath, Birmingham, England.—I am desirous of obtaining an agency for a film-producing company in this country, and shall be glad to hear whether you know a firm that would be willing to grant me a commission; if so, I could do a very large business for them. Failing that, I could do a large trade in leather belting, and no doubt you would be good enough to ask a firm to send specimens with lowest prices and best commission they could allow. English prices would oblige.

### Goods Desired in Asiatic Turkey.

KHALIL FATTAL & FILS, Boite Postale No. 100, Damascus, Syria.—We are listing below products in which we are interested at the present time as follows: Cotton on bobbins, cotton fabrics, printed cottons, cloth fabrics, silk, aniline dye, indigo, drugs, hardware, leather, hides, construction material, beds (iron and brass), glass and enamelware, crockery, bags, divers salts and acids for painters and hardware stores, pharmaceutical products, coffee, sugar, tea, etc. We are in a position to export our colonial products and raw materials which are known in America, as follows: Wool, flax, peach kernels, dried raisins, dried peaches, licorice in sticks and powder, apricot jelly, aniseed, sesame, olives (green and black), old copper, hides, chick peas, cereal malt for beer. Correspondence in French suggested.

### Cotton Piece Goods.

SHROFF BROTHERS, Seral Road, Karachi, India.—The reasons of our taking up matters with American manufacturers and export houses were that we believe Americans can better compete in piece goods than any country, because of their being the producers of raw cotton. India and Egypt do produce cotton, but they have not adequate mills to manufacture goods. India annually imports piece goods from foreign countries worth about 57,000,000 rupees (about \$25,000,000). We are corresponding with this intention for last nine months with America, but are a bit surprised to find carelessness in this department; we have received a few letters from manufacturers and exporters of piece goods, while scores for chemicals, hardware and metals. Even then these correspondents were not mindful to accept or adopt our market routine or trade. For decades past European exporters to our country have allowed 30 to 60 or 90 days sight draft documents against payment at destination facilities, but American firms demand of us letters of credit. We shall be pleased to hear from manufacturers and exporters of piece goods who are agreeable to work on 30 to 60 or 90 days sight documents on payments at destination system.

### Machinery, Automobiles, Etc.

A. C. MUSEHOLD, Berlin, S. W. 47, Germany.—I am particularly interested in machinery of every kind, f. i. automobile industry and those allied to the same, mining machinery, electrical supplies, motors, a.s.o. Moreover, general export and import business. I also would like to act as buying agent for an American concern on a commission basis or as representative of the same; also for selling American manufactures and products, especially in the machinery lines.

### Gypsum, Plaster, Toys.

HAVANA DECORATING CO., Carmen, No. 38, Habana, Cuba.—Desiring to receive gypsum and plaster directly from the United States, we wish that you would have the kindness to put us into contact with some factory in that country that would give us the agency in Cuba, which we believe they would find advantageous, since we are one of the largest consumers of this article. Also, we desire "plaster boards" (literally "planchas de carton yea") for smooth ceilings. We also want catalogs of children's toys.

### Wants Agencies for American Goods.

ALCIBIADE ORFANIDES, Smyrna, Turkey in Asia.—My intention is to open business relations with U. S. A. manufacturers and export firms. Before the war a good round of the transaction was exploited by German and Austrian firms, but owing to the circumstances created by the war, it will be a considerable time before German firms will be able to recommence business on prior advantageous terms. Consequently, the present gives the best opportunity for American manufacturers to introduce and make well known their products and thus secure a good trade. Established since 1908, I am acting as mills and export firms' agent, having carried very successfully a large round of business with English and German firms, as well as French, Italian and Austrian manufacturers. I am handling generally all manufactured lines.

### Storage Battery Locomotives.

SWINBURNE & HARDIE, Milburn House (A), Newcastle-on-Tyne, England.—We shall be much obliged if you can put us in touch with makers of electric storage battery locomotives, standard gauge, 4 feet 8½ inches, principally for colliery haulage, and other than "Jeffrey," as the Jeffrey Company have their own sales organization in this country. We should have full particulars, price ex-steamer here, or preferably delivered to colliery. Price to be quoted on basis of the pound sterling, being equal to, say, \$4.15. Date of invoice to be that on which the locomotive is handed over to us ex-steamer or delivered to rail here, and price to be adjusted on that date according to the value of the pound as taken on that date from the Times London sight. We are representing on the northeast and northwest coasts of England the Sullivan Machinery Co., and it is in this connection that we have inquiries for locomotives as above and also for locomotives for underground haulage.

### Automobiles, Hardware, Mill Supplies, Etc.

GLOVER-LUCAS & COMPANY, 34 Dhurrumtalla St., Post Box 936, Calcutta, India.—Our firm desires to make definite arrangements for handling American merchandise, on agency basis, in India and Mesopotamia, but only for such firms as have no business connections already in these countries; otherwise it would lead to trouble and litigation. We are already in touch with buyers, and as soon as we can place on this market an up-to-date cheap automobile, with the same features as the Overland, and with some additional improvements, i. e., economical on petrol and tires, we will be in a position to successfully compete with others. We have decided to keep our agency charges at a minimum. We will be glad to take up other lines besides automobiles, viz., hardware, millstones, footwear, etc. We have been manufacturers of shellac and button lace for a number of years, and can supply buyers on your side with these commodities under our own registered marks. We are also in position to supply other Indian products, such as gunnies, hessians, indigo, mica, tea, etc., from Calcutta, and, through our friends in Mesopotamia, we can also supply Persian opium, dates, gum tragacanth, gum arabic, licorice roots, wool, sheep, goat and lamb skins, etc.

### Decreasing Farm Labor in Georgia.

CHARLES J. HADEN, Atlanta, Ga.

Your able editorial on the front cover of your edition of May 27, entitled "Food Dangers Ahead," is profound and keenly pertinent.

A recent tour through our Southeastern country, by automobile, causes a sense of alarm at the steady diminution of farm labor supply and the increasing uncultivated acreage.

I trust you will accentuate the truth of the situation until the public authorities and the private business interests arouse to definite action.

# Construction Department

## EXPLANATORY.

The MANUFACTURERS RECORD seeks to verify and obtain additional information regarding all enterprises reported in its Construction Department, by direct daily correspondence. Further facts of news value are published later from telegraph, mail and representatives' reports. We appreciate having our attention called to errors that may occur.

## DAILY BULLETIN.

The Daily Bulletin of the MANUFACTURERS RECORD is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$20.00 per year.

## Airplane Plants, Stations, Etc.

Okl., Tulsa — Airplanes. — Arbon Aviation Corp. chartered; capital \$25,000; R. D. Hanawalt, E. Lynch, Paul Arbon.

## Bridges, Culverts and Viaducts.

Fla., Tavares. — Lake County Comms., M. V. Simpson, Chrmn., Tavares, Fla., and Seminole County Comms., L. A. Brumley, Chrmn., Sanford, Fla.; erect 236-ft. wooden bridge and 1100-ft. fill of approaches across Wekiva River; contract for fill of approaches to J. T. McLain, Geneva, Fla., at \$9200; contract for bridge let later. (Lately noted inviting bids.)

Ky., Hodgenville. — South Fork Bridge Co. inceptd.; capital \$7000; Jacob Walters, Al Walters, J. G. Spratt.

Md., Elkton. — Cecil County Comms.; erect bridge over Sandy Branch; contemplated.

Miss., Meridian. — Lauderdale County Supervisors; erect 3 bridges; steel; \$18,972.80; J. E. Richardson, Contr. (Lately noted voting bonds.)

Miss., Moss Point. — City; rebuild 2 bridges over Rhodes bayou; issue \$10,500 bonds. Address The Mayor.

Mo., Fulton. — Soldiers and Sailors Memorial Committee, T. C. Harris, Chrmn. Comsn.; erect memorial bridge; girder type; invite bids. (See Machinery Wanted—Bridge Construction.)

Mo., Jackson. — State Highway Dept.; erect Whitelaw and Cape La Cruz bridges; 3.18 mi. Kings highway; Rouse, Hely & Keller, Contrs.

N. C., Winston-Salem. — City and Forsyth County Comms.; erect reinforced concrete bridge over Salem Creek; total span 110 ft. resting on concrete pier; 40-ft. driveway; \$60,000.

Tex., Mount Pleasant. — Titus County Commissioners, J. W. Tobb, Judge; erect concrete bridge structures; 100 mi. roads; \$1,000,000 available; Smith Bros. Contr.; H. S. Wilder, Engr.

Tex., San Marcos. — Hays County Comms.; erect bridge over Blanco River; J. W. Puckett, Engr., Buda, Tex.

W. Va., Beckley. — Raleigh County Comms.; construct bridges in Marsh Fork Dist.; \$30,045; Concrete & Steel Bridge Co., Contr., Clarksburg, W. Va.

## Canning and Packing Plants.

Fla., Brooksville. — American Fruit Growers, Pittsburg, Pa.; install citrus-packing plant; mchy. ordered; H. H. Hurst, Local Mgr.

Fla., Live Oak. — Suwannee Packing Co. inceptd.; capital \$10,000; W. G. Eager, Prest.; H. L. Donald, Secy.-Treas.

Fla., Princeton. — Florida Fruit Products & Packing Co. inceptd.; capital \$50,000; Chas. L. Cappalla, Prest.; Friedrich N. Lenz, Secy.; C. G. Hewett, Treas.

Fla., Valrico. — Valrico Citrus Growers' Assn.; erect 120x80 ft. packing plant; brick.

Ga., Lagrange. — Swift & Co., U. S. Yards, Chicago, Ill.; enlarge and equip plant.

Ga., Lagrange. — Lagrange Packing Co. inceptd.; capital \$35,000; C. J. Parham, B. P. Holmes, Frank Rutland; establish plant; purchased mchy.; mfr. sausage.

Ga., Pelham. — Pelham Canning Co. organized; H. L. McDonald, Prest.; Thos. A. Barrow, Secy.-Treas.; erect building; install canning mchy. for sweet potatoes.

Miss., Vicksburg. — Vicksburg Abattoir & Stock Yards inceptd.; capital \$100,000; G. H. Bloom, E. W. Halpin, P. C. Gilbert; build abattoir, cold-storage plant and stockyards.

Va., Richmond. — Patrick Young Company, 9th and Baird Sts.; erect 3-story 120x90 and 78x53-ft. cold-storage and packing plant; C. L. Brooks Engineering Co., Archt.-Engr.; Moultrie Construction Co., Contr.; both Moultrie, Ga. (Lately noted.)

## Clayworking Plants.

Ky., Corbin. — Bricks. — Corbin Brick Co. organized; capital \$30,000; Geo. T. Corum, Prest.; J. C. Lay, Secy.; J. O. Martin, Mgr.; erect several fireproof buildings; \$15,000; invites bids install brick mchy.; daily capacity 25,000. (See Machinery Wanted—Brick Machinery.)

La., Greenwood. — Bricks. — Louie P. Ross, Carthage, Tex.; erect \$50,000 building; equip to mfr. bricks.

Tenn., Union City. — Bricks. — McAdoo-Waddell Brick Co., L. H. McAdoo, Mgr.-Constr. Engr.; erect \$12,000 building; install \$20,000 plant complete; mfr. common and face brick, hollow block and drain tile; 10-hour capacity 20,000 to 30,000 bricks; H. P. Taylor, Archt.; construction by owner. Lately noted organized. (See Machinery Wanted—Boiler; Pulleys, etc.; Rails; Cars.)

Va., Norfolk. — Bricks. — United States Potash & Brick Corp.; O. T. Denhart, Treas.-Mgr.; Box 956, Roanoke, Va.; increase 20,000 capacity brick plant.

Va., Roanoke. — Bricks. — United States Potash & Brick Corp.; O. T. Denhardt, Treas.-Mgr.; Box 956; install 100,000 daily capacity brick plant.

W. Va., Charleston. — Pressed Brick. — West Virginia Brick Co. inceptd.; Homer Wiseman, H. W. Bowers; both Charleston; W. E. Caldwell, Louisville, Ky.

W. Va., Martinsburg. — Clay Products. — National Shale Brick Co., F. Vernon Aler, Prest.-Treas.-Mgr.; erect fireproof building; equip to mfr. brick, hollow block, tile, etc.; indi-

vidual electric motor drive; daily capacity 103,000 bricks. Lately noted organized, capital \$250,000. (See Machinery Wanted—Clayworking Plant.)

## Coal Mines and Coke Ovens.

Ky., Betsey Lane. — St. Paul Coal Co.; increased capital from \$25,000 to \$100,000.

Ky., Blackey. — Eden Coal Co., Whitesburg, Ky., organized; capital \$50,000; Felix G. Field.

Ky., Coxton. — Koppers Co., Pittsburgh, Pa.; erect coal tippie, 15 miners' houses, etc. (Lately noted purchased 2700 acres by-product coal.)

Ky., Echols. — Louisville Gas & Electric Co.; rebuild burned coal tippie and power plant.

Ky., Letcher County. — Logan-Elkhorn Coal Co. inceptd.; capital \$1,500,000; A. F. and E. Parsons, both Huntington, W. Va.; A. R. Parsons, Mallory, W. Va.; develop coal tract.

Ky., Maceo. — Daviess County Coal Development Co. inceptd.; capital \$20,000; W. C. Applegate, Prest.; Forest McIntyre, V.-P.; J. M. Hathway, Secy.; develop 2000 acres.

Ky., Manchester. — Pawpaw Coal Co. inceptd.; capital \$10,000; D. L. Walker, E. G. Garrard, Moses Lewis.

Ky., Mossy Bottom. — Christi & Darby Mining Co.; construct plant; install equipment; purchased.

Ky., Wheelright. — Porter Mining Co.; erect coal tippie, 200 miners' houses, school, etc.

Mo., St. Louis. — Laclede Gas Light Co., 10th and Olive Sts.; construct 8 coke ovens; contract let.

N. C., Charlotte. — Brick. — Hickory Grove Brick Co. inceptd.; capital \$50,000; Edwin L. and Raymond A. Jones, C. H. Clark.

Okl., Miami. — Canton Mining Co.; increased capital from \$75,000 to \$150,000.

W. Va., Besoco. — E. C. Minter Coal Co. inceptd.; capital \$159,000; E. C. Minter, Prest.-Gen. Mgr.; develop 700 acres.

W. Va., Buckhannon. — Roessing Fuel Co. inceptd.; capital \$25,000; A. H. Tenney, J. J. Sharfenger, W. G. Young.

W. Va., Fairmont. — Tarr Coal Co.; improve plant; increase capacity.

W. Va., Hensley. — Claren Rochantas Coal Co., Welch, W. Va.; develop 326 acres; install mchy. (Lately noted inceptd., capital \$20,000.)

W. Va., Lewiston. — Wolf Pen Coal Co. inceptd.; capital \$50,000; H. R. Nelson, P. J. Dunn; both Lewiston; W. E. Hastings, Cabin Creek, W. Va.

W. Va., Logan County. — Logan-Elkhorn Coal Co. inceptd.; capital \$1,500,000; A. F. and E. Parsons, both Huntington, W. Va.; A. R. Parsons, Mallory, W. Va.; develop coal tract.

W. Va., Morgantown. — Vaum Black Coal Co. inceptd.; capital \$50,000; Joseph R. Blackburn, H. E. Vaughn; both Morgantown; I. R. Crum, Somerset, Pa.

W. Va., Philippi. — Valley Fuel Co., Piedmont, W. Va., inceptd.; capital \$100,000; W. Schley Brydon, Prest.; E. Richard Brydon, V.-P.-Mgr.; Harry G. Fisher, Secy.; Howard P. Brydon, Treas.; develop 1500 acres; daily output 230 tons. (See Machinery Wanted—Mining Machinery.)

W. Va., Raleigh County.—New River Consolidated Coal Co. inceptd.; capital \$1,000,000; M. J. Moon, P. X. Carmody, Thomas F. Casey; all 2 Rector St., New York.

W. Va., Raleigh and Wyoming Counties.—E. E. White Coal Co., Glen White, W. Va.; sink 4 shafts.

W. Va., Walkersville.—Cap Run Coal Co. (lately noted inceptd., capital \$100,000) organized; F. S. McComas, Pres.-Mgr., St. Albans, W. Va.; M. C. Jennings, V.-P.; W. E. Wright, Secy.-Treas.; both Charleston, W. Va.; develop 302 acres; daily output 200 tons; install 150 K. W. D. C. generator with boiler and steam engine. (See Machinery Wanted—Generator, etc.)

W. Va., Whitesville.—Seng Creek Coal Co.; expend \$30,000 on plant improvements; erect coal tipples.

W. Va., Williamson.—Williamson Coal & Coke Co., A. H. Land; improve plant; increase capacity; present monthly output 30,000 tons.

### Cotton Compresses and Gins.

Miss., Red Banks.—Red Banks Gin Co. inceptd.; capital \$20,000; S. T. Power, T. L. Harris.

Miss., Holly Springs.—Chulahoma Gin Co. inceptd.; capital \$12,000; H. Myers, E. B. Booker.

N. C., Clarkton.—Clarkton Gin & Seed Co. inceptd.; capital \$50,000; E. J. Cox.

Okl., Gowen.—Gowen Gin & Mill Co. organized; E. C. Edmonds, Pres., Route 1, Wilburton, Okla.; G. R. Burroughs, V.-P. and Mgr.; E. W. Frey, Secy.-Treas.; both Gowen; erect 60x30, 40x20, 30x20-ft. sheet-iron buildings; install three 70-saw cotton gins, grist and sawmill mch.; \$10,000; purchased; construction by owner. (Lately inceptd.)

S. C., Townville.—Fork Township Ginning Co., Frank McLees, Mgr.; J. L. Morgan, Chief Mechanic; erect ginny; purchased steam engine and 4 gins with equipment.

Tex., Clifton.—Farmers' Gin Co.; increase capital from \$7500 to \$15,000.

Tex., Galveston.—Shipside Density Compress Co. organized; A. J. Dossett, Gen. Mgr., Waco, Tex.; erect 6 compresses on docks; Webb high density machines; mono-rail and overhead conveyors; serve every pier on water front; 24-hour capacity of presses, 1500 bales; initial investment \$500,000; mch. purchased; building contracts let. (Galveston Wharf Co. lately noted to install these compresses; operating contract let to A. J. Dossett and associates, etc.)

### Cottonseed-Oil Mills.

Ga., Dawson.—Chamber of Commerce, R. R. Morlin, Secy.; plans to form \$200,000 cotton mill company.

N. C., Clarkton.—Clarkton Gin & Seed Co. inceptd.; capital \$50,000; E. J. Cox.

Tex., Hempstead.—Hempstead Oil Mill inceptd.; capital \$50,000; J. C. and L. D. Amsler, Theo. Ahrenbeck.

### Drainage Systems.

Ark., Dumas.—Desha County Commrs., Drainage Dist. No. 5; construct 6 ditches; 400,000 yds. excavation; bids until June 18. (See Machinery Wanted—Drainage System.)

Ark., Texarkana.—Index.—Sulphur Drainage Dist. Commrs., Allen Winham, Chrmn.; construct drainage system; reclaim 120,000 acres; \$800,000 to \$1,000,000; Morgan Engineering Co., Engr., Memphis, Tenn.

Fy., Paducah.—McCracken County Drainage Commrs., Mayfield Drainage Dist. No. 1; Ino.

W. Fry, Prest.; construct drainage system; bids until July 6. (See Machinery Wanted—Drainage System.)

### Electric Plants.

Ga., Davisboro.—City; erect electric-light and power plant; \$15,000 bonds. Address The Mayor.

Ga., Eastman.—City; construct electric-light and power plant; J. B. McCrary Co., Engr., Atlanta. (Supersedes recent item.)

Ky., Echols.—Louisville Gas & Electric Co.; rebuild burned power plant and coal tipple.

La., Opelousas.—City; improve and extend electric-light, water and sewer systems; voted \$250,000 bonds. Address The Mayor.

La., Monroe.—City, Arnold Bernstein, Mayor; construct power and water plants; erect 116x45-ft. engine-room, 100x45-ft. boiler-room; reinforced concrete with brick facing building; install 1000 K. W. and 600 K. W. turbo-generators with condensing steam turbines and barometric condensers; 1200 H. P. boilers with natural gas fuel; \$225,000; Walter G. Kirkpatrick, Engr., Jackson, Miss.; Foundation Co., Gen. Contr., New York. (Supersedes recent item.)

Md., Baltimore.—Consolidated Gas, Electric Light & Power Co., E. D. Edmorton, Gen. Supt., 1901 Lexington Bldg.; erect 1-story 111x56x35-ft. substation; brick and concrete; \$41,444.

Md., Baltimore.—Western Maryland Ry. (H. R. Pratt, Ch. Engr., Hagerstown, Md.) and Western Maryland Terminal Co.; build concrete substation at Port Covington; \$6200; install electrical equipment to furnish power for pier.

Md., Oakland.—Town; install electric-light system; \$50,000. Address The Mayor.

S. C., Bamberg.—Town; repair and enlarge lighting plant; vote July 15 on \$15,000 bonds. Address The Mayor.

Tenn., Centerville.—City; construct electric-light plant; \$5000 bonds. Address The Mayor.

Tenn., Clarksville.—Kentucky Public Service Corp., J. D. Fitch, Gen. Mgr., Bowling Green, Ky.; erect \$100,000 generating station building; brick; install 1000 K. W. turbine; purchased; construction by company's engineers.

Va., Amherst.—City; install electric lighting plant; probably later build ice plant. Address The Mayor.

Va., Petersburg.—Chesterfield Mfg. Co.; build power plant on Swift Creek; Wm. C. Whitney, Engr., Virginia Railway & Power Bldg., Richmond, Va.; Ambursen Construction Co., Gen. Contr., 186 5th Ave., New York. (Supersedes recent item.)

### Fertilizer Factories.

Ga., Augusta.—W. H. P. Shepard, Savannah, Ga.; organize company; capital \$150,000; build plant.

Md., Crisfield.—Potomac Poultry Food Co., Keyser Bldg., W. W. Hubbard, Baltimore and Chestertown, Md.; build \$150,000 plant to mfr. agricultural lime from oyster shells.

Md., Curtis Bay.—Standard Phosphate Co., Continental Bldg., Baltimore; erect addition; \$100,000 acid plant; 1 story, steel and concrete structure.

N. C., Henderson.—American Agricultural Chemical Co., 2 Rector St., New York; rebuild burned plant; annual capacity 50,000 tons fertilizer; double former plant capacity; contracts let; J. H. Brodie, Local Mgr.; plans developing village. (Lately noted to rebuild.)

Tenn., Memphis.—Tupelo Fertilizer Factory,

Tupelo, Miss.; increase capital \$100,000; enlarge plant; erect milling and acidulating building; annual capacity 20,000 tons acid phosphate.

Tex., Manchester.—Texas Chemical Co., Scanlon Bldg., Houston; extend bone black plant and mfr. complete fertilizers, including super-phosphates.

Va., Suffolk.—Dixie Guano Co.; acquired 6-acre tract, with 980-ft. waterfront, warehouse and other buildings; plans extensive improvements; construct railroad along waterfront; later erect buildings.

### Flour, Feed and Meal Mills.

Tex., Taylor.—Womack & Sturgis; rebuild burned plant, occupied by J. Gottlieb Grain Co.; loss \$26,000.

Va., Farmville.—Farmville Mills, J. W. Bliss, Pres.; erect 45,000-bu. capacity grain elevator; Spencer Construction Co., Gen. Contr., Garrett Bldg., Baltimore, Md.

Va., Marshall.—T. H. Maddux; erect 1-story 75x40-ft. storage-house and grain elevator; Spencer Construction Co., Gen. Contr., Garrett Bldg., Baltimore, Md.

### Foundry and Machine Plants.

Ala., Birmingham.—Cotton Gins.—Continental Gin Co.; R. S. Munger, V.-P.; contemplates enlarging buildings and equipment at 3 plants; 2 at Birmingham and 1 at Atlanta; (See Machinery Wanted—Cotton Gin Works.)

Fla., Panama City.—Repairing.—Panama Machinery & Supply Co. inceptd.; capital \$5000; J. A. Smith, Pres.-Secy.; J. W. Savell, V.-P.; S. A. Sims, Treas.

Ga., Atlanta.—Textile Machinery.—Atlanta Textile Machinery Co. organized; capital \$50,000; S. V. Upchurch, Pres.-Treas.; C. L. Upchurch, Secy. (See Machinery Wanted—Cotton Machinery.)

Ga., Atlanta.—Boiler Equipment.—Boiler Equipment Service Co. inceptd.; capital \$30,000; E. A. Brooks, J. Fisher, Louis Estes.

Ga., Atlanta.—Cotton Gin Machinery.—Continental Gin Co., R. S. Munger, V.-P.; Birmingham, Ala.; contemplates enlarging buildings and equipment at 3 plants; 1 at Atlanta and 2 at Birmingham. (See Machinery Wanted—Cotton Gin Works.)

Ga., Atlanta.—Tools, etc.—Gibbons-Coulter Co. inceptd.; capital \$5000; H. S. Gibbons, N. A. Coulter, H. B. Troutman; establish plant; mfr. tools, machinery, etc.

Md., Baltimore.—Tubes.—Baltimore Tube Co., 1009 Wicomico St.; erect plant additions; brick and concrete construction; West Construction Co., Contr., American Bldg.

Md., Baltimore.—Iron.—Patapasco Iron Works, Wicomico St.; enlarge plant; has plans.

S. C., Union.—Iron Work.—Union Iron Works inceptd.; capital \$10,000; J. M. Moss, J. S. Hodge, C. L. Hicks.

Tex., Corsicana.—Graders.—Corsicana Grader & Machine Co. organized; (lately noted incorporated, capital \$100,000); Cal E. Kerr, Pres.-Mgr.; F. N. Drane, V.-P.; S. M. Kerr, Secy.-Treas.; erect 40x100-ft. fireproof building; install mch. for daily capacity 4 graders. (See Machinery Wanted—Machine Tools.)

Tex., Dallas.—Machinery.—Briggs-Weaver Machinery Co.; increased capital from \$500,000 to \$750,000.

W. Va., Elkins.—Machinery.—Kelley Foundry & Machine Co. inceptd.; capital \$25,000; Samuel T. Spears, C. H. Hall, S. H. Watring.

Tex., El Paso.—Welding.—Western Welding Mfg. Co. inceptd.; capital \$10,000; J. W. and M. A. Crowds, L. B. Thompson.

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W. Va., Wheeling—Steel, etc.—Wheeling Steel & Iron Co., 15th and South Sts.; alterations; \$25,000.

### Gas and Oil Enterprises.

Ga., Dawson—Gas Plant.—Chamber of Commerce, R. R. Morlin, Secy.; plans to form gas plant company.

Ky., Barbourville—Cyclops Oil & Gas Co. inceptd.; capital \$20,000; Frank Avent, F. C. Petrie, A. W. Lipscomb.

Ky., Frankfort.—H. C. Smith Oil & Gas Co. inceptd.; capital \$25,000; H. C. Smith, M. J. Litzinger, J. H. Burgess.

Ky., Franklin.—Dick Green Oil Co. inceptd.; capital \$17,500; J. F. Tarpley, R. L. Hammond, B. V. Hunt.

Ky., Lexington.—Endee Oil & Gas Co. incorporated; capital \$25,000; R. H. Cate, J. E. Russell, J. N. Moore.

Ky., Magoffin County.—Middle Fork Oil Co. inceptd.; capital \$25,000; C. W. Watts, C. L. Ritter, J. L. Caldwell; all Huntington, W. Va.

Md., Baltimore.—Prudential Oil Corp., 2 E. Lexington St.; erect plant additions; 2 stories; 66x49x39 ft.; brick; \$40,000; install 4 battery stills, 4 condensation pans and 4 stocks; total cost \$50,000. (Latley noted erect \$10,000 addition.)

Md., Baltimore—Gas Purifier.—Consolidated Gas, Electric Light & Power Co., E. D. Edmorston, Gen. Supt., 1901 Lexington Bldg.; erect purifier-house at Westport; Patapasco Iron Works, Ostend and Wicomico Sts., Contr. for \$40,000 structural steel; construction by Consolidated engineers.

Miss., Greenville—Gas Plant.—Grenville Gas Co., C. U. Gordon, Prest.; improve and enlarge gas works; \$100,000; install 2000-cu.-ft. holder; contract let; J. Rice Scott & Co., Archts.-Engrs., Box 332.

Okla., Bighart.—Clem Oil Co. inceptd.; capital \$250,000; Wm. Clem, J. R. McCoy, Karl Hammer.

Okla., Muskogee.—Lovina Oil & Gas Co. inceptd.; capital \$10,000; L. C. and Sybil A. Parmenter; both Muskogee; H. V. Schaff, Holdenville, Okla.

Okla., Okmulgee.—N. A. Graham Distributing Co. inceptd.; capital \$50,000; N. A. Graham, F. E. Dietrich, S. C. Peckenpaugh.

Okla., Oklahoma City.—Kiowa Oil Co. inceptd.; capital \$50,000; K. L. Fitzpatrick, S. S. Butterfield; both Oklahoma City; S. L. Fitzpatrick, Nashville, Tenn.

Okla., Pawhuska.—Olipphant Oil Co. inceptd.; capital \$100,000; Carol E. Olipphant, F. W. Files; A. G. Olipphant, Engr. Supersedes recent item. (See Machinery Wanted—Piping.)

Okla., Quapaw.—O. K. & M. Oil & Gas Co. inceptd.; capital \$50,000; Oliver and E. L. Greenstreet; both Quapaw; H. C. Blaskie, St. Louis, Mo.

Okla., Tulsa.—Lindner Oil Corp.; rebuild burned plant; loss \$100,000.

Okla., Tulsa.—Colony Oil Co. inceptd.; \$100,000; J. H. Crocker, F. L. Gast, R. J. Duvall.

Tex., Dallas.—Homer Peeples Oil Co. inceptd.; capital \$500,000; Homer Peeples, C. B. Eddy, M. G. Abernathy.

Tex., Fort Worth.—Refineries.—First National Refineries inceptd.; capital \$100,000; Abner Davis.

W. Va., Adlai.—Riggs-Hood Oil Co. inceptd.; capital \$50,000; M. B. Riggs, F. M. Murphy; all Fairmont; Smith Hood, Jr., Rivesville, W. Va.

W. Va., Dante.—Miners' Oil & Gas Co. inceptd.; capital \$75,000; E. D. Jobe, Dante;

J. Polk Wolfe, Bristol, Va.; Scott Litton, Clinchfield, Va.

W. Va., Grafton.—Wickwire Oil & Gas Co. inceptd.; capital \$50,000; Jno. R. Thayer, Harry Friedman, Clyde G. Turner.

### Hydro-Electric Plants.

Ga., Larks Shoals.—Baker County Power Co., W. E. Saunders, Mgr., Arlington, Ga.; plans to build additional hydro-electric plant on Notchaway River; develop 25,000 H. P.

N. C., Park Mountain.—Mountain Park School; develop waterpower on river 75 ft. wide; build concrete dam; generate electricity for light, heat and power.

Va., Petersburg.—Chesterfield Mfg. Co., J. F. Taylor, Prest., Kinston, N. C.; erect 450-ft. reinforced concrete dam; develop 800 H. P.; W. C. Whitner & Co., Engrs., Virginia Railway & Power Bldg., Richmond, Va.; Ambursen Construction Co., Contr., 186 5th Ave., New York. (See Machinery Wanted—Steel; Cement; Stone.)

### Ice and Cold-Storage Plants.

Fla., West Palm Beach.—Everglades Club, Trustees; erect cold-storage plant.

Ky., Lexington.—Lexington Ice Co.; improve plant; daily capacity 205 tons; Geo. B. Bright Co., Archt., Chicago and Detroit. (Lately noted increase capital to \$100,000.)

La., Hammond.—Louisiana Dairymen's Co-operative Assn.; F. E. Briggs, Prest.; establish cooling plant.

La., New Orleans.—Washington Ice Co., D. Graffagnino, Prest.; increased capital from \$103,000 to \$500,000.

N. C., Charlotte.—Standard Ice & Fuel Co., S. R. Moore, Gen. Mgr.; erect \$150,000 plant addition; install ice machine; daily capacity 75 tons, with shortage arrangement for hot period, capacity 100 tons; increase plant's output to 185 tons.

N. C., La Grange.—L. C. Harvey and R. M. Adams; establish ice plant.

Okla., Newkirk.—Newkirk Ice & Creamery Co.; erect plant.

Okla., Jennings.—R. D. Lahman; erect ice plant; has site.

Okla., Oklahoma City.—New State Ice Co.; erect plant additions.

S. C., Spartanburg.—Pearce-Edwards Co., Mr. Young, Mgr.; erect \$25,000 refrigerating plant.

Tenn., Jonesboro.—Pure Milk Ice Cream Co.; increase capacity ice plant.

Tenn., Nashville.—Bedford County Co-operative Produce Co.; establish cold-storage plant.

Tex., Clarendon.—Clarendon Ice Co.; improve plant; double capacity.

Va., Amherst.—City; install electric-light and ice plant; contemplated. Address The Mayor.

### Iron and Steel Plants.

Ala., Rock Run.—Iron Furnace.—Rock Run Iron Co. organized; J. H. Bass, Prest.; C. T. Strawbridge, V.-P.; L. H. Link, Secy.; G. M. Leslie, Treas.; all Fort Wayne, Ind.; J. M. Garvin, V.-P.-Gen. Mgr., Rock Run; reorganization of Bass Foundry & Machine Co. in Alabama and Georgia; has iron furnace; daily capacity 50 tons charcoal pig-iron.

W. Va., Wheeling.—Iron Furnaces, Steel Plants, etc.—Wheeling Steel Corp. to be chartered; capitalization \$100,000,000; merge Whitaker-Glessner Co., LaBelle Iron Works and Wheeling Steel & Iron Co.; plants at Wheeling, Beech Bottom and Benwood, W. Va., Martins Ferry, Steubenville, Workville and Portsmouth, O.; warehouses and stores

at New York, Philadelphia, Chicago, St. Louis, Kansas City, Minneapolis, Chattanooga and Richmond; properties include: 6 furnaces with annual capacity exceeding 1,000,000 tons iron; Bessemer plant exceeding 225,000 tons; tube mills of 225,000 tons; tinplate works, 2,200,000 boxes; skelp mills exceeding 175,000 tons; finishing plants, 300,000 tons; 21 open-hearth furnaces, 800,000 tons; blooming mills; bar mills; hot sheet and plate mills; coke ovens and regenerative ovens for recovering tar, gas, sulphate of ammonia and light oils; benzol, toluol and solvent naphtha works; 18,000 acres coal land; iron ore lands estimated to contain 15,000,000 tons; limestone quarries; etc.

### Land Developments.

Fla., Sanford.—Melsch Realty Co., 606 Magnolia Ave., organized; capital \$100,000; Jna. Melsch, Prest.; A. P. Connelly, Secy.-Treas.; develop 3000 acres and 600 city lots; remodel brick block; build houses; develop land.

### Lumber Manufacturing.

Ala., Gadsden.—Southern Mfg. Co. reorganized; T. B. Gwin, Prest.; A. I. Gwin, V.-P.; W. T. Newsome, Secy.; R. W. Wilbanks, Treas.; install mchy.; increase plant's capacity 20 per cent.

Ala., King's Landing.—Clancy-Turner Lumber Co.; rebuild burned sawmill; loss \$15,000.

Ala., Mobile.—Churchill-Milton Co., Louisville, Ky.; establish plant; has mchy.

Fla., Branford.—Suwanee River Hardwood Co. inceptd.; capital \$10,000; Somon Goldin, Prest.; Frank C. Murray, Secy.-Treas.

Fla., Eustis.—C. W. Williams; erect sawmill; purchased timber tract.

Fla., West Monroe.—G. B. Haynes; rebuild burned drykilns.

Ky., Richmond.—Savage-Smith Lumber & Coal Co.; increased capital from \$40,000 to \$85,000.

La., Alexandria.—Commercial Lumber Co., J. M. Elchor, Secy.-Treas.; erect building; mill construction; install 7-ft. band mill; \$25,000; purchased; daily capacity 25,000 ft. hardwood lumber; W. M. Jermgan, Contr. (Lately noted organized, capital \$100,000.)

La., Bogalusa.—Baer & Thayer Hardwood Co. inceptd.; capital \$750,000; Richard P. Baer, Prest., Casualty Tower, Baltimore, Md.; M. S. Baer, V.-P.; Albert O. Thayer, Treas.-Mgr.; Frank L. Helm, Secy.; acquired established mills.

La., Leesville.—J. W. Sanders Lumber Co. (lately noted inceptd., capital \$10,000) organized; J. W. Sanders, Mgr.; erect 30x80-ft. mill shed and 16x20-ft. boiler-room; install 20,000-ft. capacity sawmill, circular saws, edger, trimmers, planer, engines and boilers; \$7500; J. W. Cavanaugh, Const. Engr. (See Machinery Wanted—Pumps; Saw Edger.)

La., Nita.—Lutcher & Moore Lumber Co.; enlarge plant; install mchy.; increase daily capacity from 40,000 to 65,000 ft.

La., Pollock.—J. F. Ball Lumber Co.; rebuild burned sawmill; loss \$50,000.

La., Shreveport.—Caddo Parish Lumber Co. inceptd.; capital \$100,000; E. A. Frost, Prest.; F. T. Whited, V.-P.; James S. Merriwether, Secy.-Treas.; J. H. Adger, Gen.-Mgr.

La., Shreveport.—Roberts Lumber Co. inceptd.; capital \$300,000; Thos. G. Roberts, Prest.

La., Tallulah.—W. E. Elder, Proctor, Ark.; erect mill; purchased 2000 acres hardwood stumpage.

Miss., Cumberland.—Batson Lumber Co. and Cumberland & Northwestern Co. inceptd.; capital \$10,000; N. Batson, Prest.; A. Batson, Secy.; has buildings, drykiln, sawmill mchy.

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Miss., Hazlehurst.—S. & S. Lumber Co. inceptd.; capital \$10,000; C. C. Spence, W. S. Slaughtcr.

Okla., Guthrie.—Spurrier Lumber Co.; increased capital to \$1,000,000.

Okla., Maud.—Farmers' Lumber Co.; increased capital from \$15,000 to \$30,000.

S. C., Greenville.—Blue Ridge Lumber Co. organized; C. H. Talley, Gen.-Mgr.; erect three 1-story buildings. (Lately noted inceptd., capital \$50,000.)

S. C., Sumter.—Sumter Hardwood Co., organized; capital \$100,000; Chester Korn, Cincinnati, O.; operate mills in South Carolina and Mississippi.

Tenn., Memphis.—Moyer-Shafer Hardwood Lumber Co. organized; capital \$100,000; Cyrus C. Shafer, H. P. Moyer, J. S. Roming.

Tex., Zavalla.—Zavalla Lumber Co. inceptd.; capital \$60,000; K. C. Minter, J. D. Wickline, E. A. Dismuke.

W. Va., Huntington.—Martin County Lumber Co. inceptd., capital \$50,000; I. S. and S. J. Hyman, C. E. Tipton.

### Metal-Working Plants.

Ga., Atlanta.—Ventilators, Skylights, etc.—Specialty Mfg. Co. inceptd.; capital \$6000; Geo. O. Barrett, E. E. Limbaugh, Claude P. Lyle; establish plant; mfrs. ventilators, skylights, cornices, etc.

Mo., Kansas City.—Rim Lock.—Jiffy Rim Lock Co., 313 Scarritt Arcade, inceptd.; R. M. Burgess, Prest.; W. B. Sebastian, Secy.-Mgr.; Carter Williams, Treas.; mfrs. motor car accessory.

### Mining.

N. C., Franklin.—Tri-State Mineral Co. inceptd.; capital \$8250; C. E. Ronesteel, H. G. Roberson; both Franklin; Harry E. Estes, Ridgewood, N. J.

Tenn., Mascot.—Limestone.—American Limestone Co.; improve plant; install additional driers, tube mills, loading equipment; lay 1 mi. track; daily capacity 40 cars pulverized limestone.

Va., Austinville.—Lead and Zinc.—Bertha Mineral Co.; improve plant; install additional mine equipment, erect roasting furnace with 350-ft. chimney and additional oxide furnace.

Va., Ellett.—Lime.—United States Potash & Brick Corp., O. T. Dennhardt, Treas.-Mgr., Box 956, Roanoke, Va.; increase plant capacity; install quarry equipment, including steam shovel and crushing mchy.

### Miscellaneous Construction.

Ala., Birmingham.—Swimming Pool.—City; J. Ellis Brown, Commr. Public Improvement; construct 2 section open-air swimming pool; each 50x100 ft.

Fla., Homestead.—Canal Terminal.—City; construct canal terminal within city limits; voted \$10,000 bonds. Address The Mayor.

Tenn., Jackson.—Swimming Pool.—City, Paul M. Wilson, Vice-Mayor; construct swimming pool; 14,000 sq. yds.; \$5000; E. R. Dike, City Engr. (Jackson Rotary Club lately noted to construct pool.)

Tex., Corpus Christi.—Breakwater.—City, John T. Bartlett, Secy.; construct 5000 ft. breakwater along water-front; D. M. Piet & Co., Contrs.; \$570,000. (Bids lately noted.)

### Miscellaneous Enterprises.

Ala., Birmingham.—Laundry.—Peerless Laundry Co., 430 S. 19th St.; repair building; \$6000.

Ala., Gadsden.—Publishing.—Gadsden Evening Journal; erect building; purchased 70x90-ft. site.

Ala., Sylacauga.—Potato Curing.—Jacob E. Selle, Birmingham, Ala.; establish \$10,000 sweet potato curing plant.

D. C., Washington.—Publishing.—Ransdell Incorporation chartered; capital \$30,000; Jos. E. Ransdell, Paul Wooten; both Washington; J. H. Ransdell, Glencaryn, Va.

Fla., Homestead.—Printing.—Homestead Enterprise, A. C. Graw, Prest.-Mgr., 17 Mowery Ave.; erect 40x80-ft. printing plant; vault; concrete floors; fireproof construction; F. L. Webster.

Fla., Jacksonville.—Electrical Supplies.—Holt Electric Co. inceptd.; capital \$250,000; Howard F. Smith, Prest.; Frank J. Smith, Secy.

Fla., Lake Worth.—Publishing.—Lake Worth Publishing Co. inceptd.; \$30,000; A. H. Thomas, Prest.; D. P. Council, V.-P.; F. E. Harrison, Editor and Mgr.

Fla., Miami.—Dairy.—Ives Dairy Co. inceptd.; capital \$10,000; F. W. Cason, Prest.; Cason Ives, V.-P.; M. C. Ives, Secy.-Treas.

Ga., Atlanta.—Dental Supplies.—Atlanta Dental Supply Co. inceptd.; capital \$100,000; H. B. Troutman, R. H. Freeman, George P. Armstrong.

Ga., Atlanta.—Multigraphing.—Anderson-Dickert Multigraphing Co. inceptd.; capital \$1500; J. J. Anderson, J. T. Dickert.

Ga., Atlanta.—Contracting Electrical Engineers.—J. N. Clayton Co. inceptd.; capital \$50,000; J. M. Clayton, L. W. Carnagy, E. C. Parker.

Ga., Dublin.—Stockyards.—Dublin Stockyards Corp.; increased capital from \$5000 to \$10,000.

Ky., Barbourville.—Construction.—Conow Construction Co. inceptd.; capital \$20,000; S. J. Condon, Hiram H. Owens.

Ky., Jackson.—Construction.—Jackson Construction Co. inceptd.; capital \$30,000; H. W. Cole, J. H. Hammons, A. C. Brown.

Ky., Newport.—Engineering.—Poinsette Engineering Co. inceptd.; capital \$100,000; Frank M. Poinsette, George Eckhart, R. W. Nelson.

Ky., Newport.—Music Printers.—O. Zimmerman & Sons, 5th and Sycamore Aves., Cincinnati, O.; erect 2-story 80x150 ft. printing plant; concrete construction; Fisher & Devore, Contrs., Blymyer Bldg., Cincinnati, O.

Md., Baltimore.—Freight Service.—Coastwise Trading Co. organized; Albert F. Paul, Prest.; Frank A. Brandy, Secy.-Treas.; C. C. Paul & Co., Managing Operators, Stuart Bldg.; has four-mast schooner, capacity 2000 gross tons; operate for coastwise and transatlantic trade.

Md., Hagerstown.—Laundry.—Wet Wash Laundry Co.; re-establish burned plant.

Md., Hagerstown.—Poultry.—Weagley Poultry Co.; re-establish burned plant.

N. C., Durham.—Consulting Engineers.—Gilbert C. White Co. inceptd.; capital \$50,000; Gilbert C. White, C. E. Bosch, Lawrence A. Tomlinson.

Okla., Durant.—Natatorium.—Green Forest Natatorium Co. inceptd.; capital \$30,000; T. A. Blakeney, V. N. Kendall, Dan D. Stewart.

S. C., Greenwood.—Laundry.—Greenwood Steam Laundry; rebuild burned plant.

S. C., Spartanburg.—Laundry.—Spartanburg Laundry, 126 Magnolia St., organized; T. K. Hudgens, Prest.; T. K. Hudgens, Jr., Secy.-Treas.; install \$10,000 laundry mchy. (Lately noted inceptd., capital \$40,000.)

Va., Quantico.—Incinerator.—Navy Dept., Bureau Yards and Docks, Washington, D. C.; erect incinerator plant; \$65,000; specification 4137; bids until July 7. (See Machinery Wanted—Incinerator.)

W. Va., Sistersville.—Ferry Line.—Sisters-

ville Ferry Co. inceptd.; capital \$5000; F. D. McCoy, Ezbla W. Talbott; both Sistersville; Elmore Tuel, Fly, W. Va.

W. Va., Welch.—Laundry.—R. C. Jackson, Charleston, W. Va.; establish laundry.

W. Va., Welch.—Hardware.—Welch Hardware Co. inceptd.; capital \$50,000; B. O. Swope, John C. Summers, John M. Turner.

### Miscellaneous Factories.

Fla., Daytona.—Paper Mill.—Florida Press Assn., T. E. Fitzgerald, Prest.; establish print paper mill.

Fla., Miami.—Sugar and Syrup.—Kreamer Sugar & Syrup Co. inceptd.; capital \$10,000; J. H. Talley, Prest.; F. W. Cason, Secy.-Treas.

Fla., Palm Beach.—Bottling.—Palm Beach Bottling Works inceptd.; capital \$15,000; Frank Haller, Prest.; W. L. R. Cushing, Secy.-Treas.

Ga., Atlanta.—Medicine.—Pitts Carminative Co. inceptd.; capital \$10,000; C. C. Cole, Jno. H. Burgess.

Ga., Atlanta.—Bedding.—United States Bedding Co.; increase capital to \$500,000.

Ga., Atlanta.—Photo Material.—Southern Photo Material Co.; increase capital to \$250,000.

Ga., Atlanta.—Tobacco.—American Sumatra Tobacco Co.; increase capital from \$15,000,000 to \$25,000,000.

Ky., Louisville.—Creamery.—Blue Valley Creamery Co.; erect \$40,000 creamery.

Ky., Louisville.—Stitzer Mfg. Co. inceptd.; capital \$10,000; David and Oscar B. Stitzer, Mattie S. Newton.

Ky., Louisville.—Morton Mfg. Co. inceptd.; capital \$25,000; Clarence R. Smith, Jos. Kelly, E. H. Noble.

La., Lake Charles.—Naval Stores.—Pelican Naval Stores Co. inceptd.; capital \$25,000; Harry Adams, Prest., Oakdale, La.; R. H. Adams, Secy.-Treas., Woodlawn, La.

La., New Iberia.—Sugar Refinery.—Morihan Sugar Co. inceptd.; capital \$350,000; A. H. Theriot, Prest.; Porteus R. Burke, Secy., both New Iberia; Henry N. Pharr, Treas., Olivier, La.

La., New Orleans.—Oxygen.—Linde Air Products Co., 30 E. 42nd St., New York; build \$250,000 to \$300,000 oxygen factory; brick, steel and glass daylight structures.

La., New Orleans.—Overalls.—Sweet-Orr Overalls Co.; rebuild burned factory; loss \$125,000.

S. C., Greenville.—Automobile Tire Device.—Harris Accessories Co. organized; capital \$50,000; K. S. Conrad, Prest.; Robt. Vernon, Secy.-Treas.

La., Perryville.—Carbon.—Southern Carbon Co., Fairbanks, La.; establish 3 additional carbon black factories; expend \$1,000,000 on field developments.

Mo., Aurora.—Shoes.—Juvenile Shoe Co., Advertising Bldg., St. Louis, Mo.; erect \$200,000 factory building.

Md., Baltimore.—Labels.—American Label Mfg. Co., 429 E. Cross St.; plans enlargements.

Md., Baltimore.—Bottling.—Tripure Systems Co., 3 Fallsview, inceptd.; capital \$500,000; Albert J. Rennex, Geo. R. Weldon, Eugene G. West.

Md., Baltimore.—Shoes.—Sachs Bros.-Bernstein Co., 10 S. Hanover St., inceptd.; capital \$100,000; Isidor B. Bernstein, Nathan and Jos. L. Sachs.

Md., Baltimore.—Enameling and Stamping.—National Enameling & Stamping Co., Race and Ostend Sts.; erect 3-story 76x61-ft. plant addition; brick; C. M. Anderson, Archt., 324 N. Charles St.; following contractors invited to bid: Price Concrete Construction Co., Maryland Trust Bldg.; Consolidated Engineering

Co., Calvert Bldg.; R. B. Mason, 308 W. Madison St.; Hicks, Tase & Norris, 106 W. Madison St.; Jno. Waters Building Co., 23 E. Center St.; J. J. O'Connor, Knickerbocker Bldg.; J. E. Stansbury, 2852 Pennsylvania Ave.

Md., Baltimore—Shirts.—McCawley & Co., Lombard and Commerce Sts.; erect 4-story 190x175-ft. factory building; install steam heating plant; total cost \$500,000; Lockwood, Greene & Co., Archts.-Engrs., 147 Milk St., Boston, Mass., and 101 Park Ave., New York; following contractors invited to bid: Aberthaw Construction Co., 27 School St.; National Engineering Co.; Stone & Webster, 147 Milk St., each Boston, Mass.; Geo. A. Fuller Co., 175 5th Ave.; Turner Construction Co., 244 Madison Ave., both New York; West Construction Co., American Bldg., Baltimore, and Chamberlain Bldg., Chattanooga, Tenn. (Supersedes recent item.)

Md., St. Helena.—Lithopone-Glidden Co., Cleveland, O.; purchased Chemical Pigments Corp. plant; contemplates building additions and installing new mch.

Miss., Yazoo City—Dairy Products.—Agricultural & Dairy Products Co. Incptd.; capital \$50,000; acquired Ambrosia Ice-Cream Co.'s plant; enlarge.

Mo., East Atchison.—Strawboard-Odell Poultry Supply Corp., R. M. Odell, Prest., 406 Standard Life Bldg., Bloomington, Ill.; erect 1-story 400x80-ft. mill; contemplated; W. F. Carey Paper Mill Engineering Co., Engr., 208 Laramie St., Chicago, Ill.

Mo., Kansas City—Macaroni.—Kansas City Macaroni Co., 401 Grand Ave.; erect 4-story and basement 100x50-ft. factory building; brick, stone trimmed; H. F. Brandenburger, Archt., 517 Massachusetts Bldg.

Mo., Mexico—Ice-cream.—Hassen Bros.; erect 1-story ice-cream mfg. plant; brick; B. F. Elliott, Archt., 116 S. Jefferson Ave.

Mo., St. Louis—Industrial Building.—D. R. Francis, 214 N. 4th St.; erect 9-story and basement mfg. building; P. J. Bradshaw, Archt., International Life Bldg.; E. J. Knight Engineering Co., Engr., Wainwright Bldg.; construction by owner.

N. C., Cliffsides—Kodaks.—J. T. Gilbert; erect kodak-finishing plant.

N. C., High Point—Overalls.—High Point Overall Co. organized; Homer T. Hudson, Huntington, W. Va.; establish overall factory; daily output 100 dozen.

N. C., Rocky Mount—Bottling.—Taka Kola Bottling Co. Incptd.; capital \$50,000; C. L. Dempsey, Lonnie Winstead, T. A. Avera.

N. C., Shelby—Drugs.—Kendall Medicine Co. Incptd.; H. E. Kendall, Prest.; B. H. Kendall, Secy.-Treas.

N. C., Spruce Pine—Mica.—Roofing Mica Co.; enlarge plant; install crushing and grinding mch.; mfrs. mica for roofing trade. (See Machinery Wanted—Pulverizers.)

N. C., Winston-Salem—Chemicals.—Yerkes Chemical Co., A. A. James, Prest.; purchased 3-story building; improve and remodel; install compounding and bottling mch.

Okla., Muskogee—Bakery.—Nafziger Baking Co.; erect 1-story building; brick; \$40,000.

Okla., Shawnee—Candy.—Shawnee Candy Mfg. Co. Incptd.; capital \$50,000; Edward Porch, Roy Wood, U. S. Hart.

Okla., Tulsa—Oils.—Wiest Oil & Mfg. Co. incorporated; capital \$100,000; M. Weist, K. A. Hardman, both Tulsa; Jos. F. Weist, Zanesville, O.

Tex., Dallas—Spoons.—Sanitary Medicine Spoon Co. Incptd.; capital \$5000; F. V. Roberts, P. Nathanson, R. E. Hodgman.

Tex., Fort Worth—Roofing.—Ludeck Roofing Co. Incptd.; capital \$65,000; Ned Lydick, C. L. Saylor, S. W. Boyer.

Tex., Houston—Batteries.—Giant Battery Co. Incptd.; capital \$22,000; Ralph Me-Uhaus, L. F. Mill, C. C. Rouse.

Va., Hopewell—Paper Pulp.—Stainscott Co. organized; capital \$45,000; soon increase to several millions; Prest., J. W. Stull, Hopewell; V. P. Geo. W. Haskell, Chf. Engr. of Southern Cotton Oil Co., Liberty Bank & Trust Bldg., Savannah, Ga.; Secy.-Treas., L. F. Palmer; organized by American Cotton Oil Co., East St. Louis Cotton Oil Co. and Southern Cotton Oil Co.; developed process to mfr. paper pulp from second grade cotton and cotton bulb fiber, refuse of cottonseed oil mills; raw material principally from oil mills of Southeast; has experimental plant; 101-acre site and 3 large buildings; build additional structures, probably 40; to include 3 large digester buildings and 10,000 H. P. boiler plant; monthly capacity to be 300 tons or 2500 tons pulp for mfg. various kinds paper. (Southern Cotton Oil Co. previously reported to establish paper mill.)

Va., Portsmouth—Overalls, etc.—T. W. Newble & Co., Thos. W. Newble, Secy.-Treas.-Mgr., 222 Green St.; purchased Government barracks at Truxton; equip to mfr. overalls and blouses; install 6 electric motor sewing machines. (See Machinery Wanted—Sewing Machines.)

W. Va., Morgantown—Mirrors.—Everbright Mirror Mfg. Co. Incptd.; capital \$50,000; Arthur E. Lorant, Engr. Tropi.

Va., Petersburg—Tobacco.—Jas. H. Gray; contemplates rebuilding burned leaf-tobacco factory; plans not formed.

Va., Richmond—Blotting Paper.—Standard Paper Mfg. Co., R. S. Crump, Prest., Mill and Canal Sts.; alter and enlarge plant; erect steel reinforced concrete paper mill unit; install 102 Fourdrinier machines, with beaters, washers, boilers, power plant and finishing mch.; J. H. Wallace & Co., Archts.-Engrs., Temple Court Bldg., New York; Wise Granite Construction Co., Gen. Contr., Richmond. (Lately noted.)

W. Va., Huntington—Cigars.—Dixie Cigar Co. Incptd.; capital \$100,000; Guy W. Shepherd, Geo. Parent, L. N. Frantz.

W. Va., Huntington—Glass Products.—Superior Glass Products Co., 19th St. and Adams Ave.; erect addition; 4 buildings; \$12,300.

W. Va., Huntington—Lead Peroxides, etc.—Lamie Chemical Co., K. D. Lamie, Prest., 21st St. and B. & O. R. R.; erect 4 plant additions; 1 story; brick; \$15,000; \$5000 structure to equip for mfr. lead peroxide and produce other materials; structure for color mfr., etc.; \$5000 boiler-room.

### Motor Cars, Garages, Tires, Etc.

Ala., Birmingham—Garage.—G. P. Dexter; erect \$9000 garage; 50x140 ft.; concrete; composition roof.

Ala., Birmingham—Automobiles.—Packard Birmingham Motors Co., Incptd.; capital \$4000; J. Mercer Barnett, Prest.; W. Keese Dunwoody, V. P.; J. W. Mercer, Secy.-Treas.

Ark., Little Rock—Service Station.—Gus Blass Dry Goods Co., 3rd & Scott Sts.; remodel automobile sales and service station; 3-story 100x140 ft. mill construction; gravel roof; wood floor; Thalman & Reid, Contrs.; Thompson & Harding, Archts.

Ark., Mammoth Spring—Auto Repairs.—Campbell Motor Co., T. E. Campbell, Prest.-Mgr.; erect garage; 95x100 ft.; ordinary construction; install \$2500 automobile-repair machinery; Widmer Engineering Co., Building Contractor, Syndicate Trust Bldg., St. Louis, Mo.; E. V. Guyther, Constr. Engr., Mammoth Spring. (Supersedes recent item.)

Fla., Jacksonville—Automobiles.—Gray

Motors Co. Incptd.; capital \$50,000; J. B. Gray, Prest.; W. J. Harris, V. P.; F. P. Wortman, Secy.-Treas.

Fla., Tampa—Tires.—Starr Tire Service Incptd.; capital \$10,000; F. A. Cameron, Prest.; E. S. Johnson, Treas.-Gen. Mgr.; H. O. Snow, Secy.

Ga., Columbus—Garage.—Swift Estate, Edward W. Swift; erect two 1-story garages; 50x104 and 30x104 ft.; brick; stucco; plate-glass front; John C. Martin, Jr., Archt.

Ga., Macon—Motor Trucks.—Georgia Republic Co. Incptd.; capital \$50,000; T. E. Turner, R. M. Yatlin, J. L. Soyars.

Ga., Savannah—Garage.—A. F. Beckholt; erect two 2-story garages; brick.

Ky., Middlesboro—Garage.—J. C. Hoskins; erect garage; 1 story; brick; L. M. Miller, Contr., Pineville, Ky., and Middlesboro.

Ky., London—Garage.—T. J. Moren; erect garage; 2 stories, 80x90 ft.; brick; J. R. Parman, Contr.

Ky., Vine Grove—Garage.—Service Garage Co. organized; J. H. Cooper, Prest.; H. O. Craycroft, V. P.; W. C. Peck, Secy.; erect 50x150-ft. garage; brick; concrete; Jenkins-Essex Co., Contr., Elizabethtown, Ky. (Lately noted Incptd., capital \$18,000.)

Md., Baltimore—Automobile Supplies.—Times Square Automobile Supply Co., Howard and Franklin Sts.; occupy building to be remodeled by James Carey, Jr.; \$5000.

Miss., Jackson—Automobiles.—Lucedale Automobile Co. Incptd.; capital \$25,000; G. M. Luce, T. H. Byrd.

Mo., St. Louis—Garage.—Board Public Service, E. R. Kinsey, Prest.; erect garage and canopy; brick; reinforced concrete; steel; bids until June 29.

Mo., Kansas City—Garage.—Tarbet & Gornall, Archts., 507 Republic Bldg., preparing plans for 3-story and basement garage; reinforced concrete; fireproof; brick; stone trimmings; composition roof; Pratt-Thompson Construction Co., Contr., Republic Bldg.; Hedrick & Huff, Engrs., 506 Interstate Bldg.

Mo., Kansas City—Automobiles.—Frame-Brown Motors Co.; occupy 1-story and basement 50x122-ft. motor sales building to be erected by Fred Altergott, 606 E. 12th St.; C. Schaper & Son, Contrs., 5544 Forest Ave.

Mo., Kansas City—Garage.—C. L. Smack, 705 Baltimore Ave.; erect garage; 1 story, 49x124 ft.; Harvey Stiver, Contr., 402 Shukert Bldg.

Mo., St. Louis—Garage.—Columbia Taxicab Co., L. W. Childress, Prest., 4639 Delmar Ave.; erect garage; 1 story, 150x150 ft.; brick; fireproof; Wedemeyer & Nelson, Archts., Wainwright Bldg.

Mo., St. Louis—Automobiles.—Cole Motor Co. Incptd.; capital \$50,000; Arthur J. Kingsbury, L. B. Phillips, D. D. Wharton; all Dover, Del.

N. C., Gastonia—Filling Station.—Chas. Ford and Ben E. Douglas; erect filling and automobile service station; 45x45 ft.; white scratch brick; green tile roofing; McAllister & Quinn, Contrs.

N. C., High Point—Filling Station.—B. C. Page and Thaggard West, Greensboro, N. C.; install filling station.

N. C., Kannapolis—Automobiles.—Fixall Motor Co. Incptd.; capital \$75,000; John W. Kimball, L. C. Bass, J. P. Price.

N. C., Kinston—Motor Trucks.—Motor Truck & Trailer Co. Incptd.; capital \$100,000; E. V. Webb & Co.; T. G. Hyman, A. D. O'Bryan.

N. C., Stantonsburg—Automobiles.—Automobile Sales Co. Incptd.; capital \$10,000; T. E. Person, R. J. Crockett, R. A. Bailey.

N. C., Wilmington—Automobiles.—Platt Automobile Co., Princess St.; occupy automobile building to be erected by Wm. G. Broadfoot.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Okl., Muskogee. — Rike-Richardson Motor Co. inceptd.; capital \$25,000; C. C. Rike, Ray Richardson, Rufina Richardson.

Okl., Muskogee. — Automobiles. — Rike-Richardson Motor Co. inceptd.; capital \$25,000; G. C. Rike, Ray Richardson, Rufina Richardson.

Tenn., Memphis. — Automobiles. — Standard Motors Co. inceptd.; capital \$10,000; P. K. Nerman, Wood Woolwine, Ben Herring.

Okl., Oklahoma City. — Automobiles. — W. M. Briscoe Motor Sales Co. inceptd.; capital \$100,000; C. W. Johnson, R. F. Fasken; both Oklahoma City; W. M. Briscoe, Muskogee, Okla.

Okl., Tulsa. — Garage. — Frank Seaman; erect \$25,000 garage; rock; concrete.

Tex., Amarillo. — Potter County Commrs., R. C. Johnson, Judge; improve 65 mi. road; grade, gravel base, pave and erect bridges on same; bids in July; awarded contract to S. H. Howell, \$17,397.70 for grading 10 mi. road; Nagle, Witt & Rollins Engineering Co., Engr.

Tex., Houston. — Garage. — W. P. Barnes; erect \$20,000 garage and service station; 1 story; hollow tile; American Construction Co., Contr.

Tex., Houston. — Automobiles. — Moon Automobile Sales Co. inceptd.; capital \$50,000; W. H. Collins, F. L. Young, H. F. Pardonner.

Va., Quantico. — Garage. — U. S. Government, W. Parks, Ch. Bureau Yards and Docks, Navy Dept., Washington, D. C.; erect garage.

W. Va., Nitro. — Tires. — Miller Rubber Co., Akron, O.; purchased 65-acre site, factory buildings and dwellings.

W. Va., Madison. — Garage. — Madison Garage Co. inceptd.; capital \$2500; M. B. Mullins, I. L. Stewart, Dell Hill.

### Railway Shops, Terminals, Roundhouses, Etc.

Mo., Afton. — St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$40,000 roundhouse addition.

Mo., Newburg. — St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$40,000 roundhouse addition.

Mo., Monnett. — St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$40,000 roundhouse addition.

Okl., Oklahoma City. — St. Louis-San Francisco R. R., F. G. Jonah, Ch. Engr., St. Louis, Mo.; erect \$55,000 roundhouse addition.

Tex., Eastland. — Ringling, Eastland & Gulf R. R. John Ringling, Prest.; erect 12-stall roundhouse, supply depot and machine shop; \$100,000; contracts let.

### Road and Street Construction.

Ala., Athens. — City, Ernest Hine, Mayor; pave 16 mi. streets; brick and macadam; storm sewers; \$25,000; contract to Merrill Road & Construction Co., Chattanooga, Tenn., for brick work and storm sewers; Alabama Asphalt Co., Birmingham, Ala., for curb, gutter and macadam work; A. P. Henderson, Engr., Athens. (Lately noted inviting bids.)

Ala., Montgomery. — City Comsn.; pave roadway of Linden and Hall Sts.; construct sidewalks on Goode St.; H. A. Washington, City Engr.

Ark., Mena. — Polk County Commrs.; awarded \$379,942 road contracts; Early & Jones, Sheridan, Ark., 23 mi. Mena-Big Fork; Maxwell Construction Co., Columbus, Kan., 16 mi. Mena-Oklahoma road; Buckley-Forgy Engineering Co., Engr., Planters' State Bank Bldg., Mena. (Lately noted inviting bids.)

Ark., Osceola. — Mississippi County Commrs., Burdette Road Improvement Dist. 3, J. S. Birchel, Commr.; improve roads; 30,000 cu. yds. excavation; 10.3 acres grubbing; 7.4 acres

clearing; bids until June 23; Pride & Fairley, Engrs. (See Machinery Wanted—Road Construction.)

Ark., Wynne. — Cross County Commrs., Tyrone and St. Francis Road Improvement Dist.; improve 15 mi. road; bids until June 28; W. S. Newsum, Engr.

Fla., Homestead. — City; repair streets; voted \$15,000 bonds. Address The Mayor.

Ga., Albany. — City; pave streets; voted \$28,000 additional bonds. Address The Mayor. (Lately noted to vote.)

Ga., Lawrenceville. — Gwinnett County Commissioners, Roads and Revenues, J. H. Britt, Clk.; construct 14.22 mi. Lawrenceville-Decatur road between Lawrenceville and Gwinnett-De Kalb County line; Federal-aid Project 117 and 162; 35,651.42 cu. yds. topsoil surfacing; 17,950.3 lbs. reinforcing steel in culverts; bids until July 15; Joe W. Hawkins, Div. Engr., 703 Walton Bldg., Atlanta, Ga. (See Machinery Wanted—Road Construction.)

Ga., Savannah. — City; J. W. Motte, Director Public Works; pave Lathrop Ave.; 2387 ft. long, 24 ft. wide; invite bids.

Ga., Trenton. — Dade County Commrs. Roads and Revenues, I. H. Wheeler, Chmn.; construct 4.33 mi. topsoil road on Chattanooga-Birmingham road; 11,295 cu. yds. topsoil surfacing; bids until July 15. (See Machinery Wanted—Road Construction.)

Ga., Winder. — City, J. R. Arnold, Clk.; pave streets; brick, concrete, sheet asphalt, asphaltic concrete or bituminous concrete; sanitary sewers, etc.; bids until July 2; changed date from June 7; J. B. McCrary Co., Engr., Atlanta, Ga. (See Machinery Wanted—Paving.)

Ga., Winder. — Barrow County, H. G. Hill, Ordinary; construct 11.3 mi. Jefferson, Winder, Monroe road between Jefferson and Monroe Counties; Federal Aid Projects 128 and 148; 19,908.9 cu. yds. topsoil surfacing; bids until July 14; Joe W. Hawkins, Div. Engr., 703 Walton Bldg., Atlanta, Ga. (See Machinery Wanted—Road Construction.)

Ky., Danville. — City, L. P. Evans, Mayor; construct 33,000 sq. yds. street paving; sheet asphalt, bitulithic, bitoslag, willite on 5 or 6 in. base or two-course concrete; 5000 ft. sewers; bids until July 6; changed date from June 24; S. F. Crecellus, Civil Engr., Richmond, Ky. (See Machinery Wanted—Paving.)

Ky., Hazard. — City; J. D. Davis in charge; improve streets; 3 mi.; \$140,000 available; R. L. Peters, Contr., Knoxville, Tenn.; Wm. Purisfull, City Engr.

Ky., Shelbyville. — City; reconstruct Main St.; concrete pavement; \$12,688; pavement on Adair Ave.; \$12,054; rock asphalt pavement on Washington St.; \$12,952; reconstruct 5th St.; rock asphalt; \$4623; Metzel & O'Hern, lowest bidders.

La., Columbia. — Caldwell Parish Police Jury, Monroe Jarrell, Prest.; construct 9.78 mi. Columbia-Jonesboro; Columbia-Harrisonburg; 3 mi. Columbia-Winnboro; 4 mi. Boeuf River and 1.52 mi. Cane Hill road; bids until July 6. (See Machinery Wanted—Road Construction.)

La., Monroe. — Ouachita Parish Police Jury, J. M. Breard, Jr., Prest.; grade, drain and surface 4.46 mi. road from Columbia road; gravel; bids until July 14; R. P. Boyd, Parish Engr. (See Machinery Wanted—Road Construction.)

Md., Baltimore. — State Roads Commrs., 601 Garret Bldg.; pave 1.94 mi. Belair Road from old city line to Hamilton Ave.; sheet asphalt on stone base; Baltimore City, Contract BC-35; bids until July 7. (See Machinery Wanted—Paving.)

Md., Baltimore. — State Roads Commrs., 601 Garret Bldg.; pave 2.1 mi. Philadelphia Road

from end sheet asphalt to city line; sheet asphalt on stone base; Baltimore City, Contract BC-34; bids until July 6. (See Machinery Wanted—Paving.)

Md., Baltimore. — Board of Awards; grade, curb and pave with cement concrete and sheet asphalt on concrete base street listed in Contract 172 and 173; bids until June 30. (See Machinery Wanted—Paving.)

Md., Cumberland. — City; improve streets; 13,800 sq. yds. brick, 4900 sq. yds. concrete and 2050 sq. yds. asphaltic bound macadam paving; 11,100 lin. ft. concrete curb; bids opened June 22; Ralph L. Rizer, City Engr. (See Machinery Wanted—Paving.)

Md., Elkton. — Cecil County Commrs.; gravel road from Calvert to Farmington; 3 mi.; contemplated.

Md., Havre de Grace. — City; macadamize 13 blocks on Washington St. Address The Mayor.

Miss., Baldwin. — City, W. S. Stocks, Mayor; grade and gravel streets in residence section; 4800 cu. yds. grading; 5500 cu. yds. gravel; \$21,000 bonds; construction bids July 1; Tupelo Engineering Co., Engr., Tupelo, Miss. (Lately noted voting bonds. (See Machinery Wanted—Paving; Belting; Cement; Gravel.)

Miss., Gulfport. — Harrison County Commrs.; construct roads in Beat 2; vote July 6 on \$100,000 bonds.

Miss., Laurel. — City, J. H. Pace in charge; construct ¾ mi. road; grade and gravel; resurface old road; \$15,000 available; bids until July 12; F. B. Ross, Engr.

Miss., Laurel. — City, F. A. Smallwood, Clk.; improve streets and water-works; voted \$50,000 bonds. (Lately noted to vote.)

Miss., Meridian. — Lauderdale County, Geo. A. Gray, Chmn., Beat 4, Good Roads Comsn.; construct Meridian and Hickory Rd.; 60,000 cu. yds. excavation; bids until July 6. (See Machinery Wanted—Road Construction.)

Miss., Moss Point. — City; pave Main St.; issue \$10,500 bonds. Address The Mayor. (Previously noted defeating bonds.)

Mo., Clayton. — St. Louis County Commrs.; pave 1.392 mi. Mason road; bids until June 22; grade and pave 1.47 mi. Reavis road; 47 mi. Susan Ave.; .279 mi. Kennerly; W. Elbring, Engr.

Mo., Carthage. — Jasper County Commrs.; construct 2.76 mi. Joplin-Carthage road; Federal-aid Project 81; 29,259 sq. yds. concrete pavement; bids until June 25.

Mo., Clayton. — St. Louis County Commrs.; grade and pave Olive St. road; 2.123 mi.; cement concrete pavement, granite wearing surface; \$125,805; grade, construct bridges and culverts on Page Ave.; 3.355 mi.; \$52,813.45; bids opened June 22; Wm. Elbring, Highway Engr. (See Machinery Wanted—Road Construction.)

Mo., Fulton. — Callaway County Commrs.; construct 18 mi. Fulton-Jefferson City road in New Bloomfield Special Road Dist.; Federal-aid Project 97; 59,110 sq. yds. gravel surfacing; 35,925 sq. yds. macadam pavement; bridges.

Mo., Greenfield. — Dade County Commrs.; improve 5 mi. Lamar-Springfield road, 24 ft. wide; Federal-aid Project 106; 26,400 sq. yds. clay-bound macadam surfacing; bridge.

Mo. Jackson. — State Highway Dept.; improve 3.18 mi. Kings highway in Cape Girardeau township; Federal Aid Project 52; erect Whitelaw and Cape La Cruz bridge; Rouse, Hely & Keller, Contrs.

Mo., Jefferson City. — City; resurface 34,330 sq. yds. streets; bituminous macadam; sewers in Dist. 25; bids until June 22; L. F. Brown, City Engr.

Mo., New Madrid. — New Madrid County Commrs.; grade and construct culverts on 19.3

ml. State road from New Madrid; Project No. S 18.93, Section A; bids until July 5; C. V. Hansen, Highway Engr. (See Machinery Wanted—Road Construction.)

Mo., New Madrid.—New Madrid County Comms.; improve 19.3 mi. Section A, State road, Project S-18.93; bids until July 5; C. V. Hansen, Highway Engr.

Mo., Ozark.—State Highway Dept., Jefferson City, Mo.; construct 9.31 mi. Springfield-Hollister road, 24 ft. wide; let contract.

Mo., St. Louis.—City, H. W. Kirl, Mayor; reset curb, repair base and pave streets.

N. C., Rutherford.—Rutherford County Comms.; construct sand-clay road; vote July 20 on \$10,000 bonds.

N. C., Yanceyville.—North Carolina State Highway Comsn., Div. Office, Greensboro, N. C.; completed surveys for 7 mi. topsoil road between Rockingham and Virginia State line.

Okla., Madill.—City; pave 55,000 sq. yds. streets; bids about July 10; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo. (Previously noted.)

Okla., Oklahoma City.—State Highway Dept.; construct highway; invite bids; Robert C. Terrell, State Highway Engr.

Okla., Stigler.—Haskell County Comms.; construct gravel road; 7 mi.; vote July 20 on \$75,000 bonds.

S. C., Charleston.—City, J. H. Dingle, City Engr.; construct 100,000 sq. yds. sheet asphalt pavement; bids until July 6. (See Machinery Wanted—Paving.)

S. C., Kingstree.—Williamsburg County Comms.; construct 8.504 mi. Manning-Kings-tree road between Clarendon county line and Survey Station; bridges between Clarendon County line and Black River; F. A. Project 80; 20,308 cu. yds. sand-clay surfacing; 2587 lbs. steel reinforcement; bids until July 7; J. M. Martin, County Engr. (See Machinery Wanted—Road Construction.)

Tenn., Lexington.—Henderson County Commissioners; construct roads; voted \$350,000 bonds. (Lately noted to vote.)

Tex., Canadian.—Hemphill County Comms., W. D. Fisher, Judge; construct 14 mi. road; clay surfacing; \$70,000 available; bids until July 1; Hess & Skinner, Engrs., Amarillo, Tex. Lately noted. (See Machinery Wanted—Road Construction.)

Tex., Cleburne.—Johnson County Comms.; grade, drain and erect bridges on various highways; gravel; concrete with bituminous macadam surface Cleburne-Fort Worth road; construction by day labor.

Tex., Fredericksburg.—Gillespie County, A. H. Kneese, Judge; construct 50 mi. gravel and crushed rock surface road; \$350,000 available; contract for 18 mi. awarded to M. M. Craven, Belaire, Tex.; A. F. Moursund, Engr. Supersedes recent item. (See Machinery Wanted—Cement.)

Tex., Mount Pleasant.—Titus County Commissioners, J. W. Tobb, Judge; gravel 100 mi. roads; erect concrete bridge structures; \$1,000,000 available; Smith Bros. Contr.; H. S. Wilder, Engr.

Tex., Post.—City, T. R. Grenfield, Mayor; pave streets; \$20,000 or \$30,000 available; V. A. Robinson, Engr. (Lately noted voting bonds.)

Tex., San Angelo.—Tom Green, County Comms.; grade and pave 10 mi. State Highways 9 and 9-A, 18 ft. wide; asphalt on concrete base; Smith & Hicks, Contrs., Hillsboro, Tex.

Tex., San Marcos.—Hays County Comms.; grade, gravel and drain 18.9 mi. Highway 29-B; Federal-aid Project 178; J. W. Puckett, Engr., Buda, Tex.

Tex., Waxahachie.—Ellis County Comms.; surface and erect bridges and culverts on 11.5

mi. Highway 14; 121,400 sq. yds. bituminous macadam; G. G. Edwards, Engr., Ennis, Tex.

Va., Staunton.—Augusta County Comms.; construct roads; voted \$250,000 bonds.

W. Va., Beckley.—Raleigh County Comms.; grade 4.6 mi. Surveyor-Eccles road; \$63,733.45; Higgins & Co., Contrs., Raleigh, W. Va.; H. R. Anderson, Road Engr., Beckley. (Previously noted inviting bids.)

W. Va., Beckley.—Raleigh County Comms., Jackson Smith, Clk.; grade and drain 5 mi. road toward Artie; bids until July 12; H. R. Anderson, Road Engr. (See Machinery Wanted—Road Construction.)

W. Va., Elkins.—Randolph County Comms., Thaddeus Pritt, Clk.; construct 5 mi. Roaring Creek bond issue road; 16 ft. bituminous macadam pavement; bids until June 29; F. A. Parsons, County Road Engr. (See Machinery Wanted—Road Construction.)

W. Va., Middlebourne.—Tyler County Comms., J. E. Smith, Clk.; grade and drain 4 mi. Sistersville-Friendly road, 16 ft. wide; W. F. Allen, Contr., Clarksburg, W. Va.; reject bids for hard-surfacing 1.2 mi. Salem road. (Lately noted inviting bids.)

W. Va., Morgantown.—Monongalia County Comms.; construct roads; voted \$325,000 bonds.

W. Va., Wheeling.—Ohio County Comms.; construct 1 mi. National road; concrete; \$10,330.

W. Va., Winfield.—Putnam County Comms.; grade 2 mi. Red House-Poca road; 22,000 yds. excavation; \$25,000; bids until June 28.

W. Va., Winfield.—Putnam County Comms.; construct permanent roads; \$250,000 available; contract to Clifford Engineering Co., Montgomery, W. Va., and Huntington Engineering Co., Huntington, W. Va.

### Sewer Construction.

Ala., Athens.—City, Ernest Hine, Mayor; construct storm sewers; \$25,000.

Ga., Albany.—City; extend sewer system; voted \$12,000 bonds. Address The Mayor. (Lately noted to vote.)

Ky., Danville.—City, L. P. Evans, Mayor; construct 5000 ft. sewers; pave 33,000 sq. yds. street; bids until July 6; S. F. Crecelius, Civil Engr., Richmond, Ky. Lately noted bids until June 24. (See Machinery Wanted—Sewers.)

La., Opelousas.—City; improve and extend sewer, water and electric-light systems; voted \$250,000 bonds. Address The Mayor.

Miss., Batesville.—City; extend sewer system; voted \$6500 bonds. Address The Mayor. (Lately noted to vote.)

Mo., Jefferson City.—City; lay 1800 lin. ft. 8 in. sanitary sewer in Dist. 25; resurface streets; L. F. Brown, City Engr.; bids until June 22.

Mo., St. Louis.—Board of Public Service, 208 City Hall; construct South Harlem Public Sewer and Branch; bids until June 29. (See Machinery Wanted—Sewer.)

N. C., Shelby.—City, C. B. McBrayer, Mayor; construct sewers and water mains; 9500-ft. 6 to 8-in. vitrified clay pipe sewers; bids until June 16; W. B. Price, Const. Engr.

Okla., Haskell.—Town, T. N. Shoemacke, Clk.; install sewer system; voted \$10,000 bonds.

Tex., Del Rio.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Tex., Fort Bliss.—Constructing Quartermaster, Mexican Border Prospect, Box 83,

Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Tex., Laredo.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Tex., Marfa.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Tex., McAllen.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Tex., Sanderson.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install sewer and water systems for air service; bids until June 25. (See Machinery Wanted—Sewers.)

Va., Hampton Roads.—Navy Dept., Bureau Yards and Docks, Washington, D. C.; construct sewers and water piping around storehouses at naval operating base; specification 4187; \$50,000; bids until July 7. (See Machinery Wanted—Sewer System, etc.)

### Shipbuilding Plants.

Md., Sparrows Point.—Bethlehem Shipbuilding Corp., George Hetherton, Mgr.; add marine railways, replacing some old dry docks, installing new mchy., etc.

### Telephone Systems.

Okla., Strong City.—Strong City Telephone Co. inceptd.; capital \$2400; A. A. Hitchcock, John Simpler, A. A. Steanahan.

Tex., Fort Worth.—Southwestern Bell Telephone Co., H. G. Brickhouse, Local Mgr.; construct trunk cable system for Lamar Exchange, including 900 pr. cable; extend 19-gauge cable to Riverside; \$57,000. (Lately noted to expend \$500,000 on system.)

### Textile Mills.

Md., Baltimore.—Belting.—Republic Belting Co. organized; capital \$200,000; Chas. H. Dankmeyer, Pres., 726 W. Pratt St.; acquired plant; mfr. stitched and woven belting.

N. C. Hickory.—Cotton Yarn.—A. M. Kistler, Morganton, N. C.; build 5000 spindle mill.

N. C. Hickory.—Cotton Yarn.—United Mills Co., chartered; capital \$500,000; Geo. N. Hutton, K. C. Menzies, H. J. Holbrook.

N. C., Kings Mountain.—Cotton Products.—Cora Cotton Mills; increase capital from \$100,000 to \$500,000.

S. C., Abbeville.—Hosiery.—J. S. Stark, T. G. White, Bradley Reese; establish hosiery mill.

S. C., Bamberg.—Town; extend water-works; vote July 15 on \$25,000 bonds. Address The Mayor.

S. C., Greenville.—Silk Warp.—Duncan Mills, H. F. Haynesworth, Pres.; erect 150x80-ft. mill addition; concrete, steel sash and glass; equip to prepare silk warp; 40 H. P. electric power; weekly capacity 1000 lbs. warp; J. E. Sirrine, Archt.-Engr.; Nehry Construction Co., Contr. (Supersedes recent item.)

S. C., Greenville.—Cotton Cloth.—Woodside Cotton Mills Co.; increase capital from \$3,000,000 to \$5,000,000.

S. C. Greenville—Sheetings.—Brandon Mills, Aug. W. Smith, Prest.-Treas.; erect addition; 271x132-ft. duck mill; reinforced concrete and brick construction; \$250,000; install \$250,000 mchy.; 8000 spindles, 48 looms, \$100,000 steam-power plant for 1000 H. P.; daily capacity 7000 lbs. cotton duck; construct 2-story 100x100-ft. warehouse; J. E. Sirrine, Engr.-Archit.; Fiske-Carter Construction Co., Contr. (Supersedes recent item.)

S. C. Spartanburg—Cotton Goods.—Saxon Mills; increase capital from \$400,000 to \$1,000,000.

Va., Hopewell—Artificial Silk.—Tubize Artificial Silk Co. of America, E. Bindschedler, Mgr., care Meigs, Bassett & Slaughter, Chemical Engrs., 1209 Girard Bldg., Philadelphia, Pa.; erect 600x286-ft. mill building; brick and steel; mfr. artificial silk. (Lately noted establish mill.)

Va., South Boston—Cotton Cloth.—Halifax Cotton Mills, W. A. McCanless, Prest.-Treas.; erect 290x130-ft. addition; weave shed; concrete and steel; \$75,000; install 300 broad looms; J. E. Sirrine, Engr.-Archit., Greenville, S. C.; Foundation Co., Contr., Woolworth Bldg., New York. (Supersedes recent item.)

### Water-Works.

Ga., Albany.—City; extend water mains; voted \$10,000 bonds. Address The Mayor. (Lately noted to vote.)

Ky., Hazard.—City, J. D. Davis, Mayor; contemplates securing water-works for 6000 population.

La., Monroe.—City, Arnold Bernstein, Mayor; construct water and electric-light plants; install electrically-driven centrifugal pumps; Walter G. Kirkpatrick, Engr., Jackson, Miss.; Foundation Co., Gen. Contr., New York. (Supersedes recent item.)

La., Opelousas.—City; improve and extend water, electric light and sewer systems; voted \$250,000 bonds. Address The Mayor.

Miss., Laurel.—City; improve water-works and streets; voted \$50,000 bonds. Address The Mayor. (Lately noted to vote.)

Mo., Fayette.—City; improve water-works; construct dam and supply line; Johnson & Benham, Const. Engrs., Firestone Bldg., Kansas City, Mo.

N. C., Shelby.—City, C. B. McBrayer, Mayor; construct water mains and sewers; 4400 ft. 4 to 6-in. cast-iron water mains; bids until June 16; W. B. Price, Const. Engr.

Okla., Haskell.—Town, T. N. Shoemaker, Clk.; install water-works; voted \$15,000 bonds.

Okla., Miami.—City; construct 1,000,000-gal. reservoir; install several miles extensions; \$270,000; A. R. Young Construction Co., Contr.

Tenn., Gleason.—Town, M. E. Fanning, Recorder; construct \$20,000 water system; lay 12,000 ft. mains; bids until Sept. 1; drill two 250 or 300-ft. deep wells; install mchy.; erect 35,000-gal. steel tank and 100-ft. tower; bids until Aug. 1. Lately noted to vote in July on \$20,000 bonds. (See Machinery Wanted—Water-works.)

Tex., Del Rio.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Tex., Fort Bliss.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Tex., Galveston.—City, Geo. E. Robinson, Commr. Water-Works and Sewers; construct 1,750,000-gal. reservoir, adjoining present

one; steel or concrete; \$150,000; C. Wittig, City Engr. (Lately noted inviting bids.)

Tex., Laredo.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Tex., Marfa.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Tex., McAllen.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Tex., Sanderson.—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.; erect portable buildings; install water and sewer systems for air service; bids until June 25. (See Machinery Wanted—Water-works.)

Va., Charlottesville.—City, E. G. Hadin, Mayor; extend water-works; \$200,000; lay pipe line; install pumping plant mchy. (Lately noted voted \$200,000 bonds.)

Va., Richmond.—Constructing Quartermaster, Richmond Aviation General Supply Depot No. 2; construct 200,000-gal. tank, 1000-gal. pump, fire main, hydrants and walls; bids until June 26. (See Water-works.)

### Woodworking Plants.

Ark., Piggott.—Staves.—Myer Stave Co.; erect 3 brick buildings; one frame construction; contract let.

Fla., Lakeland.—Wooden Signs.—A. H. West; establish plant to mfr. and print wooden signs; install mchy. (See Machinery Wanted—Printing Presses; Type.)

Fla., Quincy.—Fly Screens, etc.—Dexell Co. (lately noted, under Lumber Plants, inceptd. with capital \$25,000) organized; James A. Dezell, Prest.; J. R. Jinks, V-P.; Wilbur S. Dezell, Secy.; has building; install wood-working mchy. (See Machinery Wanted—Sash Sticker.)

Ga., Atlanta.—Desks and Tables.—Independent Desk & Table Co. inceptd.; capital \$5000; R. L. Blackstock, L. W. Freeman; establish plant; mfr. desks, tables, etc.

Ga., Atlanta.—Bank and Store Furniture.—Carter Bank & Store Fixture Co. inceptd.; capital \$50,000; S. G. Carter, Prest.; E. Wadsworth, Mgr.; erect 100x200-ft. building; ordinary construction; \$25,000; has mchy.; mfr. bank, office and store furniture.

Md., Baltimore.—Boxes, etc.—Seaboard Box Co., 608 Equitable Bldg., inceptd.; capital \$50,000; Robert C. McKee, John E. Murphy, Morton Y. Bullock.

Miss., Natchez.—Staves.—Henry Young; establish stave mill.

Miss., Natches.—Vehicles.—Liberty Vehicle Co. inceptd.; capital \$25,000; L. K. Sharpe, S. Gelsenberger, J. N. Stone.

N. C., Charlotte.—Wagons, etc.—Charlotte Wagon & Auto Co., O. V. Hoke, Mgr., Mint and Bland Sts.; erect 95x160-ft. building; mill construction; Suburban Realty Co., Contractor-Architect, 414 S. Tryon St.

Va., Petersburg.—Boxes.—Virginia Lumber & Box Co., Ezell St.; rebuild burned plant; loss \$75,000.

### Fire Damage.

Ala., Enterprise.—White's Sanitarium; loss \$30,000.

Ala., Heflin.—James Cline's residence, Fish Head Valley.

Ala., King's Landing.—Clancy Lumber Co.'s sawmill; loss \$15,000.

Ark., Hot Springs.—Dr. C. M. Roberts' residence, Lower Central Ave.; loss \$15,000 to \$25,000.

Ga., Atlanta.—Hodges Broom Works warehouse, 167 S. Forsyth St.

Ga., Atlanta.—T. H. Brooke & Co.'s grain warehouse; loss \$200,000.

Ga., Thomasville.—Charles M. Chapin's residence.

Ky., Echols.—Louisville Gas & Electric Co.'s coal tipple and power plant.

La., New Orleans.—Sweet-Orr Overall Co.'s factory; loss \$125,000.

La., Pollock.—J. F. Ball Lumber Co.'s sawmill; loss \$50,000.

La., West Monroe.—G. B. Haynes' 5 dry-kilns.

Md., Eccleston.—Thomas E. Cottman's residence, Green Spring Valley, near Eccleston Station.

Md., Indian Head.—Myer Schwartz's apartment-house and 2 other buildings; loss \$75,000.

Miss., Meridian.—D. O. McWilliams' residence; 11th Ave. and 17 St.

Mo., Sedalia.—Pettis County Courthouse; loss \$125,000. Address County Commrs.

N. C., Spencer.—C. H. Waller's residence, Trading Ford section, near Spencer.

N. C., Zebulon.—Baptist Church; loss \$10,000. Address The Pastor.

Okla., Tulsa.—Linder Oil Corp.'s plant; loss \$103,000.

S. C., Greenwood.—Greenwood Steam Laundry.

Tenn., Memphis.—McCallum & Robinson Cotton Co.'s warehouse No. 2, New South Memphis; loss \$10,000.

Tex., Tanglewood.—J. A. Treadwell's building; Purser Bldg., occupied by W. H. Bier-bower and Brown Co.; loss \$15,000.

Tex., Taylor.—Womack & Sturgis' grain elevator; loss \$26,000.

Va., Petersburg.—Virginia Lumber & Box Co.'s plant; loss \$75,000.

Va., Richmond.—Baldwin-Brown Co.'s warehouse, E. Cary and 15th Sts.; Jas. T. Mooney, Prest.; loss \$20,000.

## BUILDING NEWS

### EXPLANATORY.

Buildings costing less than \$10,000 not covered in these reports.

## BUILDINGS PROPOSED

### Apartment-Houses.

Ga., Atlanta.—Massell Constr. Co.; erect \$100,000 apartment-house; 3 stories and basement; 58x144 ft.; 27 apartments.

Tex., Fort Worth.—J. D. Stewart; erect

\$10,500 frame apartment-house, 950 Richmond Street.

### Association and Fraternal.

Fla., Tallahassee.—Ancient Free and Accepted Masons and Independent Order of Odd

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.



Fellows; erect \$25,000 building, Adams St. side; 3 stories; brick; 40x80 ft.; also remodel and erect addition to building, College St. side.

Ky., Rockhouse. — Bertha Coal Co., Pittsburgh, Pa.; erect Y. M. C. A. (See Contracts Awarded—Dwellings.)

Md., Baltimore.—Grand Lodge, A. F. and A. M. of Maryland, Chas. C. Homer, Jr., Grand Master, Chrmn. Building Comm.; erect addition to Masonic Temple, 227 N. Charles St.; Clyde N. Friz, Archt., Lexington Bldg.

Ark., Fort Smith.—Ancient Free and Accepted Masons; erect temple, N. 13th and B. Sts.

D. C., Washington.—East Gate Lodge No. 34, A. F. and A. M., and East Gate Chapter, Eastern Star; erect \$60,000 temple, Rhode Island Ave. and Mills Ave. N. E.

### Bank and Office.

D. C., Washington.—W. S. Plager, 1930 Kearney St.; preparing plans to erect \$35,000 bank building, Rhode Island Ave. between 20th and 22d Sts.; 1 story; 20x78 ft.; limestone and brick.

D. C., Washington.—People's Trust & Savings Bank, Mr. Clancy, Prest.; erect \$40,000 building, 9th and E. Capitol Sts.; 20x68 ft.; also \$10,000 branch building, 2608 Georgia Ave. N. W.; 27x32 ft.; both 1 story; brick and stone; C. L. Harding, Archt., 729 15th St. N. W.

Ga., Atlanta.—Medical Building Realty Co., Dr. Lee C. Trash and others, Incptd.; \$100,000 capital; erect professional office building.

Ga., Columbus.—Swift Estate, Edward W. Swift and others; erect 4-story store and office building; 28x100 ft.; brick and tile; 24 offices; elevator; John C. Martin, Jr., Archt.

N. C., Durham.—North Carolina Mutual Life Insurance Co.; erect \$200,000 office building.

Md., Baltimore.—Merchants & Manufacturers Assn., Key Compton, Prest., Sun Life Insurance Bldg.; remodel-Lanahan Bldg.; 6 stories; 85x101 ft.; install plastering, composition floors, 2 passenger electric elevators; revolving entrance door; rearrange heating plant, wiring, etc.; \$100,000; Theo. Wells Pietsch, Archt., 1210 American Bldg.; bids until July 6; alternate bid provides for addition of 2 stories; cement roof with slag finish; contractors estimating; Consolidated Engineering Co., Calvert Bldg.; Cogswell-Koether Co., 406 Park Ave.; Benj. F. Bennett Bldg. Co., 123 S. Howard St.; M. A. Long Co., Munsey Bldg.; Chas. L. Stockhausen Co., Natl. Marine Bank Bldg.; Morrow Bros., Fidelity Bldg.; Jno. E. Marshall & Son, 121 Mercer St.; Frainle Bros. & Haigley, 18 Clay St.; Milton C. Davis, 902 W. 36th St.; J. Henry Miller, Inc., Miller Bldg., Eutaw and Franklin Sts. (Previously noted.)

Md., Brunswick.—Bank of Brunswick; improve interior of building and lighting arrangement.

Miss., Fayette.—People's Bank & Trust Co., Krauss Bros., promoters; erect building.

Mo., St. Louis.—Lambert Lumber Co.; erect \$20,000 office building and warehouse; 2 stories and basement; 24x50 ft.; 1 story; 16x60 ft.; brick and hollow tile; C. E. Keyser, Archt.; construction by owner.

Okl., Muskogee.—Manhattan Construction Co., Contr.; erect 1-story addition to Phoenix Bldg.; structural steel; \$10,000 to \$15,000; construction by owner.

Tex., Giddings.—Citizens' State Bank; erect \$25,000 building; brick, stone trim; marble interior finishing; bank fixtures; bids opened July 14.

Va., Forest.—S. W. Cole, Prest. of State

Bank; plans to erect building. (See Machinery Wanted — Bank Fixtures; Safe; Vault.)

W. Va., Gassaway.—Farmers and Mechanics' Bank, J. W. Smith, Prest.; erect brick and tile building; 50x40 ft.; probably slate roof. (See Machinery Wanted—Building Material; Brick.)

### Churches.

Ala., Mobile.—Broad Street Methodist Church, H. E. Palmes, Chrmn. Bldg. Comm.; repair building; erect Sunday-school annex; \$25,000.

Ga., Atlanta.—Second Baptist Church, J. D. Dodson, Chrmn. Com.; improve and enlarge building; install steam heating plant; organ; \$75,000.

Ga., Hebardville.—Rev. Lee Sweat, Chrmn. Comm., promoting erection of People's Tabernacle.

Ga., Savannah.—First Presbyterian Church; erect \$50,000 Sunday-school building. Address The Pastor.

Ala., Birmingham.—Vine Street Presbyterian Church, Rev. J. W. Hickman, pastor; repair building, install pipe organ; \$10,000.

Ga., Savannah.—St. Paul's Lutheran Church, Geo. W. Hunt, Chrmn. Comm.; erect building, Bull and 31st Sts.

Ky., Rockhouse.—Bertha Coal Co., Pittsburgh, Pa.; erect church. (See Contracts Awarded—Dwellings.)

Md., Baltimore.—Catholic Church of Blessed Sacrament, Rev. Jas. O'Connell, pastor, Spring Hill Ave. and Old York road; erect \$40,000 addition; gray granite; seat 1500 persons; steeple 135 ft.

N. C., Greensboro.—First Presbyterian Church, Rev. Dr. Chas. F. Myers, Pastor; erect \$125,000 building.

Okl., Holdenville.—Methodist Episcopal Church; erect building; 2 stories; reinforced concrete, brick and steel; concrete foundation; \$110,000; Hawk & Parr, Archts., Magolia Bldg., Oklahoma City.

S. C., Fountain Inn.—Methodist Church; erect \$60,000 brick church and Sunday-school building, Western St. Address The Pastor.

Tex., San Marcos.—Woodland Ave. Baptist Church, J. W. Gantt, Chrmn. Bldg. Comm.; bids until Aug. 1 to erect \$150,000 building; brick and concrete; hollow fireproof tile; interior tile; tile or slate roof; concrete, tile and wood floors; rolling partitions; steam heat; R. H. Hunt Co., Archt., 1211 S. W. Life Bldg., Dallas. (Lately noted.)

Va., Richmond.—Raleigh Forbes Memorial Baptist Church, W. S. Forbes, Chrmn. Com.; erect \$30,000 addition to building, Montrose Hts.; brick; Herbert L. Cain, Archt., 12 N. 9th St.

W. Va., Fairmont.—United Brethren Church; erect \$4000 chapel pending erection of \$45,000 church; 32x45 ft.; probably brick; slate or asbestos roof; cement and wood floors; probably furnace heat; electric lights. Address Rev. W. G. Ware, pastor, 1028 Indiana Ave.

W. Va., Huntington.—Emmanuel M. E. Church South; considering erecting \$20,000 Sunday-school annex to church, 6th Ave. and 18th St. Address The Pastor.

### City and County.

Fla., Miami Beach.—Fire Station.—City; votes Aug. 14 on \$25,000 bonds to erect fire station. Address The Mayor.

Fla., Miami Beach.—City Hall.—City; votes Aug. 14 on \$125,000 bonds to erect municipal hall. Address The Mayor.

Ga., Atlanta.—Fire Station.—City, J. N.

Landers, Purchasing Agent; erect building, Gordon St. and Cascade Ave.; N. S. Hamilton, Archt.; Brown Construction Co., lowest bidder at \$23,400. (Lately noted.)

Md., Dundalk.—Fire Stations.—Baltimore County Commrs., Towson; erect fire and police stations, Dundalk, Belair road near Fullerton; Washington road near Halethorpe; Essex and Pikesville.

Md., Fullerton.—Fire Station.—Baltimore County Commrs.; erect building. (See Md., Dundalk.)

Md., Halethorpe.—Fire Station.—Baltimore County Commrs.; erect building. (See Md., Dundalk.)

Md., Pikesville.—Fire Station.—Baltimore County Commrs.; erect building. (See Md., Dundalk.)

Miss., Meridian.—Auditorium.—City; erect auditorium; seating capacity 3000; plans vote on \$100,000 bonds; Burt Stuart, City Archt. (Previously noted.)

Mo., Webster Groves.—City Hall, etc.—City Commrs.; plan to erect \$200,000 building, Gore Ave. between Lockwood and Cedar Sts., for city hall, public library and community center; 3 stories; 75x125 ft.; considering election on bonds.

W. Va., Logan.—Jail.—Logan County Court, W. F. Farley, Prest.; bids until July 19 to erect \$100,000 jail; 38.6x128 ft.; concrete, brick and stone; reinforced concrete floor; steam heat; W. B. Smith, Archt., Robson-Prichard Bldg., Huntington. (Lately noted.)

### Courthouses.

Miss., Jackson.—Hinds County Commrs.; remodel courthouse; \$33,000; H. N. Austin, Archt.

Mo., Lebanon.—Laclede County Commrs.; defeated \$100,000 bond issue to erect courthouse.

W. Va., Glenville.—Gilmer County Commrs.; erect \$125,000 courthouse; 2 stories and basement; 100x65 ft.; brick; limestone trim; Wysong, Tufts & Jones, Archts., Charleston.

### Dwellings.

D. C., Washington.—C. D. Sager, 923 15th St.; erect 2 dwellings, 3240-42 19th St.; 2 stories; 25x40 ft.; brick; slag roof; concrete and hardwood floors; \$20,000; hot-water heat, \$800 each electric lights, \$200; plans and construction by owner.

Fla., Clearwater.—James O. Hamilton; erect number of stucco dwellings; also remodel residence; stucco interior; interior walls decorated; tile bathrooms; Lester Avery, Archt.

Fla., Gainesville.—Florida State Farm Colony for Epileptic and Feeble-minded, Dr. A. L. Green, Supt., Aragon Hotel, Jacksonville; rejected bids to erect superintendent's home; 2 stories; also to erect assistant superintendent's home; will call for new bids; T. M. Bryan, Archt., Gainesville. (Lately noted.)

Fla., Homestead.—W. K. Walton; erect \$10,000 residence.

Fla., Miami.—John Quinn; erect \$15,000 concrete block residence, Rice and Sullivan subdivision; 2 stories; concrete.

Fla., Miami.—B. M. Winston; erect \$30,500 residence, Brickell Ave., Flagler Park; 1 story; frame stucco.

Fla., Miami Beach.—Sammons & Miers; erect 3 concrete bungalows; 5 rooms; sleeping porch; \$37,000.

Ga., Atlanta.—Exposition Cotton Mills; erect 6 one-story frame dwellings; \$12,000.

Ga., Montezuma.—J. B. Guerry; erect 8-room lungalow; \$10,000; brick veneer; furnace heat;

hardwood floors; 2 baths; day labor; C. V. Arnold, Archt., Tifton, Ga. (See Machinery Wanted—Face Brick.)

Ga., Ocilla.—R. V. Paulk; remodel residence; bungalow type; hardwood floors; paneled walls and ceilings; brick veneer; slate roof; furnace; \$8000 without equipment; day labor; C. V. Arnold, Archt., Tifton, Ga.

Ga., Parrott.—Dr. R. R. Holt; erect bungalow; 6 rooms; tile bath; paneled walls; furnace heat; C. V. Arnold, Archt., Tifton, Ga.

Ky., Elizaville.—A. D. Allen; remodel residence; 2 stories and basement; frame; \$10,000; C. B. Young, Archt., 225 W. Short St., Lexington.

Ky., Greenup.—Mr. Thomas, U. S. Engr., 415 P. O. Bldg., Cincinnati, O.; erect 6 dwellings, Ohio River Dam No. 30; \$60,000; brick walls; cut-stone trim.

Md., Baltimore.—Chas L. Stockhausen, Marine Bank Bldg., Gay and Water Sts.; erect 2 bungalows, Dalrymple Ave. nr. Kent Ave.; \$12,000.

Md., Baltimore.—Mrs. E. M. Noel; erect \$15,000 residence, Guilford; 40x42 ft.; frame; slate roof; hardwood floors; plaster board; interior tile; hot-water heat. Address Roy G. Pratt, 1105 American Bldg.

Md., Baltimore.—Frank O. Singer, Jr., Harford road and 25th St.; erect three 2-story brick dwellings, 803-05-07 Whitelock St.; \$10,000.

Miss., Gunnison.—Jim G. McGehee; erect residence and garage near Gunnison.

N. C., Asheville.—T. A. Pettifay; erect 2 residences, Evelyn Place, Grove Park; 10 and 4 rooms; \$20,000.

N. C., Charlotte.—Dandridge & Rankin; erect 2 dwellings, Park Drive; \$10,000.

N. C., Charlotte.—S. W. Dandridge; erect \$10,000 residence, Crescent Ave., Piedmont-Elizabeth; 2 stories; 9 rooms.

Okla., Pawhuska.—R. P. McDonald; erect number of residences.

Okla., Tulsa.—Harry Onan; erect \$16,000 2-story residence, 2064 E. 15th St.

S. C., Greenville.—T. O. Lawton; erect residence, Pendleton St.

Tex., Fort Worth.—J. G. Clark; erect \$14,000 bungalow, Willing Ave., Ryan Place; 6 rooms; brick; tile roof.

Tex., Fort Worth.—Nathan Fox; erect \$14,000 bungalow, Hemphill St.; 6 rooms; brick; tile roof.

Tex., Fort Worth.—Mrs. W. S. Walker; erect \$20,000 brick veneer residence, 2233 Hemphill St.; 1 story; 9 rooms.

Tex., Houston.—Russell Brown Co.; erect 2-story residence, Hadley and Smith Sts.; 8 rooms; frame and stucco.

Va., Bristol.—Mathieson Alkali Works; erect 25 dwellings.

Va., Newport News.—Warwick Machine Co.; erect 10 residences, Riverview; 1 story; 25x36 ft.; hollow tile; \$50,000; MacKee & Williams, Archts., 225 28th St.

W. Va., Barrackville.—Penn-Mary Coal Co., T. R. Johns, Gen.-Mgr., Main Office, South Bethlehem, Pa.; erect 10 cottages near Barrackville. (See W. Va., Dakota.)

W. Va., Dakota.—Penn-Mary Coal Co., T. R. Johns, Gen.-Mgr., Main Office, South Bethlehem, Pa.; erect 30 residences and 10 cottages; also 10 cottages near Barrackville.

W. Va., Huntington.—Roy Cunningham; erect \$12,000 brick residence, 29th St. and Staunton Road.

## Government and State.

D. C., Washington.—Postoffice Station.—W. S. Plager, 1920 Kearney St.; preparing

plans to erect \$15,000 brick building, Rhode Island Ave. between 20th and 24th Sts.

Md., Aberdeen.—Proving Ground.—Firing Range.—Constructing Officer; bids until June 25 for miscellaneous construction work on small arms firing range, including clearing, grading, laying narrow-gauge railroad track, towers, timber trestle, concrete and frame buildings; plans and specifications from office Constructing Officer.

Miss., Ellisville.—Colony.—State Colony for Feeble-minded, Mrs. M. L. Granberry, Secy., Jackson, Miss.; erect building.

S. C., Paris Island.—Quarters.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C.; remodel officers' quarters; \$20,000; taking bids; specification 4212.

Va., Hampton Roads.—Platform.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C.; construct \$35,000 platform; specification 4223.

Va., Quantico.—Storehouse, etc.—Bureau of Yards and Docks, Navy Dept., C. W. Parks, Chief, Washington, D. C.; construct storehouse, kite balloon hangar and garage; \$35,000; specification 4225; taking bids.

## Hospitals, Sanitariums, Etc.

Mo., Nevada.—State; erect \$65,000 hospital for surgical, dental and laboratory work; 40x80 ft.; fireproof; brick and concrete; slate roof; fireproof floors; heat and light from central plant; incline stairway; bids opened in July. Address Dr. T. B. M. Craig, Supt., Hospital No. 3. (Lately noted.)

Tex., Marlin.—Marlin Sanitarium and Bathhouse, A. B. Johnson, Mgr.; bids until July 3 to alter and erect additions to building; Herbert S. Green, Archt., Alamo Bank Bldg., San Antonio.

## Hotels.

Ark., Chidester.—W. A. Lester promoting company to erect \$19,000 hotel.

Fla., St. Petersburg.—E. H. Lewis; erect \$65,000 hotel; 40x145 ft.; 3 stories; concrete, cement blocks and interlocking tile; built-up fireproof roof; hardwood and pine floors; cement tile in lobby and verandas; steam heat \$4500; electric lights; electric elevator \$4500; metal ceilings; ventilators; steel sash and trim; W. H. Carr, Archt., Box 2619; construction by day labor under supervision of owner, who may be addressed. (Lately noted.)

Ga., Fitzgerald.—Geo. Davis; remodel Aldine Hotel.

Ky., Bowling Green.—Mansard Hotel Co.; erect \$600,000 hotel and store; 6 stories and basement; 115x196 ft.; reinforced concrete; B. B. Davis, Archt., 1417 Starks Bldg., Louisville; contract to be let on percentage plan.

La., New Orleans.—Theo. Grunewald; erect Bienville Apartment Hotel, St. Charles Ave. near Lee Circle; 7 stories; 101x217x98 ft.; pressed brick; marble floors and wainscoting; tile hallways; iron stairways; 300 bedrooms; tile baths; 2 passenger and 2 freight elevators; electric-power and ice plant; Toladano, Wogan & Bernard, Archts., Perrin Bldg.; also erect 23-story addition to Hotel Grunewald, Baronne St.; 800 rooms with private bath; roof garden. (Previously noted.)

Mo., Kansas City.—Boys' Hotel, care Julius Davidson; erect \$75,000 assembly hall and swimming-pool, Admiral Blvd. and Vine St.; 4 stories and basement; brick; stone trim; composition roof; C. B. Sloan, Archt., 321 E. 11th St. (Previously noted.)

Va., Harrisonburg.—Edmonds & Richards, 32 Rouse Ave., Winchester; preparing plans for 7-story hotel; brick and steel.

## Miscellaneous.

Fla., Miami Beach.—Clubhouse.—Miami Beach Bay Shore and Country Club; erect clubhouse; fireproof; hollow tile and stucco finish; Italian outside stairways; 4 open-air balconies, 15x20 ft. each; clubroom, 25x30 ft.; \$60,000; H. Geo. Fink, Archt. (Previously noted.)

## Railway Stations, Sheds, Etc.

Ark., De Witt.—St. Louis Southwestern R. R., A. A. Matthews, Ch. Engr., Tyler, Tex.; construct passenger station.

Mo., Kansas City.—Missouri, Kansas & Texas R. R., E. L. Martin, Ch. Engr., Dallas; erect freight station addition, 14th and Liberty Sts.; 2 stories; 34x100 ft.; frame; covered platform 900x12 ft.; A. L. Sparks, Archt., care owner.

## Schools.

Ala., Evergreen.—Board of Education; erect \$50,000 school.

Ala., Fairfield.—City, A. Clinton Decker, Mayor; votes July 13 on \$92,000 bonds; \$60,000 for sites, buildings and equipment for schools; \$12,000, payment on miscellaneous buildings and equipments.

Ark., Pine Bluff.—School Board, Dr. Wm. Breathwit, Pres.; erect addition to Sam Taylor school; also build several portable rooms; Mitchell Selligman, Archt.

Fla., Fort Myers.—Lee County Board of Public Instruction, O. M. Davison, Chrmn.; bids until July 17 to erect \$100,000 high school for Special Tax School Dist. No. 1; 100x100 ft.; 2 stories; brick; plans and specifications at office J. W. Sherrill, Supt. of Public Instruction, Fort Myers; obtainable after July 1 at office F. J. Kennard, Archt., Tampa. (Lately noted.)

Fla., Pensacola.—Escambia County Board of Public Instruction; considering calling election in Special Sub-Tax School Dist. on \$500,000 bonds to erect high school, etc.

Fla., Orlando.—City Board of Public Instruction, S. Johnson, Supt.; plans to expend \$400,000 to \$500,000 to erect grammar and high schools.

Ga., Brewton.—Laurens County Board of Education, Z. Whitehurst, Supt., Dublin; erect school and convert present structure into teachers' dormitory; former, 8 rooms; frame; shingle roof; wood floors; plaster board; \$20,000; Algernon Blair, Archt., Macon. Address L. P. Keen, Brewton.

Ga., Buckhorn.—Laurens County Board of Education, Z. Whitehurst, Supt., Dublin; erect school; 4 classrooms, dining-room and science laboratory; Algernon Blair, Archt., Macon.

Ga., Dublin.—City, L. Q. Stubbs, Mayor; votes July 12 on \$25,000 bonds to complete grammar school; G. Lloyd Preacher, Archt. (Lately noted.)

Ga., Dudley.—Laurens County Board of Education, Z. Whitehurst, Supt., Dublin; expend \$15,000 to improve schools; brick; metal roofs; pine floors; plaster board; Algernon Blair, Archt., Macon. Address T. J. Gilbert, Dudley. (Lately noted.)

Ga., Lovett.—Laurens County Board of Education, Z. Whitehurst, Supt., Dublin; erect \$25,000 school; 8 rooms; pine floors; plaster board; Algernon Blair, Archt., Macon. Address O. W. Parker, Lovett. (Lately noted.)

La., Scott.—Parish School Board; erect \$60,000 brick building.

Ky., Lexington.—Sigma Chi Fraternity, 149 N. Broadway; erect \$40,000 fraternity house; 2½ stories and basement; brick and stucco; Deann F. Paul, Archt., Anderson, Ky. (Lately noted.)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

Ky., Louisville.—University of Louisville, Dr. Jno. L. Patterson, Dean; considering erection and equipment of buildings for College of Arts and Sciences; city probably votes Nov. 2 on \$1,000,000 bonds.

Ky., Owensboro.—County Board of Education, Jno. L. Graham, Supt.; bids until July 1 to erect one or all of 3 schools in county; contractor submitting estimate on 3 buildings to furnish separate estimates on each; plans and specifications at office C. W. Kimberlin, Archt., I. O. O. F. Bldg. (Lately noted.)

Ky., Richmond.—Eastern Kentucky State Normal School, G. Colvin, Supt., Frankfort, Ky.; erect \$150,000 dormitory; 3 stories and basement; brick; E. A. Weber, Archt., Miller Bldg., Cincinnati, O.

Ky., Rockhouse.—Bertha Coal Co., Pittsburgh, Pa.; erect school. (See Contracts Awarded—Dwellings.)

La., Jackson.—Parish School Board; erect 3 schools; \$65,000; J. W. Smith, Archt., Monroe, La.

La., New Orleans.—St. Ann's Church; erect parochial school, Ursuline Ave. near Johnson St.; 3 stories; 64x129 ft.; demi-rough tapestry brick; \$75,000; Toledano, Wogan & Bernard, Archts., Perrin Bldg.

Md., College Park.—University of Maryland; construct \$50,000 hollow fireproof tile athletic field. Address H. C. Byrd, College Park.

Md., Hagerstown.—St. James' School; erect memorial dormitory, infirmary and improve hall.

Md., Hancock.—Washington County Board of Education, Raymond E. Staley, Secy., Hagerstown; alter and erect addition to high school; bids opened; A. J. Klinkhart, Archt., 54 W. Washington St., Hagerstown. (Previously noted.)

Miss., Grenada.—School Board; erect high school and repair present structures; \$125,000 bonds voted. (Lately noted.)

Mo., Hancock.—Hancock Consolidated School Dist.; erect \$40,000 addition to school; 1 and 2 stories; brick; bids opened; A. Meyer, Archt., Central Natl. Bank Bldg., St. Louis.

Mo., St. Louis.—P. H. Bradley, 5017 Northland Ave.; erect \$120,000 parochial school, Kingshighway and Maffitt Ave.; 81x122 ft.; 4 stories; reinforced concrete; concrete roof; asbestolith floors; low-pressure steam heat; \$5000; electric lights; Michael J. Leahy, Archt.; construction by owner. (See Machinery Wanted—Flooring.)

Mo., University City.—Board of Education, Jno. Green, Secy.; erect grammar school, Harvard Ave. near Delmar Ave.; also grade athletic field at Barmter and Ferguson Aves.; bids until June 24 on general work, plumbing and sewerage, heating and ventilating, electric work, grading; plans and specification with Wm. B. Ittner, Archt., Board of Education Bldg., St. Louis, and office Board of Education.

N. C., Winston-Salem.—Board of Education; erect addition to East School, Granville St. and Woodland Ave.; also erect building for Central Salem; plans by C. R. Faw of high school faculty.

Okla., Altus.—School Dist. voted \$35,000 bonds; repair and equip buildings and purchase high school site; D. F. Cooley, Supt. (Lately noted.)

Okla., Chickasha.—Board of Education, T. T. Montgomery, Supt.; expend \$12,000 to improve schools; remodel Junior High School; erect annex to Lincoln High School for heating plant; alter 5 ward schools.

Okla., Moore.—Board of Education; erect 3-story reinforced brick and steel building; concrete foundation; \$110,000; Bailey & Alden, Archts., Colcord Bldg., Oklahoma City.

Okla., Tonkawa.—University Preparatory School; plans to erect 4 buildings.

Tenn., Jackson.—City, T. H. Connell, Commissioner; erect building for Whitehall primary school; 6 rooms; brick; repair South Jackson colored school; bids opened June 19.

Tenn., Mountain City.—Johnson County High School Board; erect high school; 70x50 ft.; brick; hardwood floors; steam heat; electric lights; C. B. Kearfott, Archt., Bristol; bids opened June 21. Address F. C. Daugherty, Secy., Mountain City. (Lately noted.)

Tenn., Viola.—Board of Education, Mack H. Brown, Chrmn. Bldg. Com.; erect grade school; auditorium to seat 450; 8 classrooms; brick veneer; concrete foundation; composition built-up roof; steam heat; no plumbing; \$25,000 exclusive of roof, heating and electric work; C. K. Colley, Archt., Fourth and First Natl. Bank Bldg., Nashville.

Tex., Oak Forest.—Oak Forest and Pecan Branch Consolidated School Dist.; erect school; plan to issue \$12,000 bonds.

Tex., Lubbock.—New Hope, Posep, Aucuff and Woodrow School Dist.; voted \$7500 each to erect brick buildings, exclusive of equipment; Canyon School Dist. plans election on \$5000 bonds to erect addition to brick school. Address Lubbock County Board of Education.

Tex., Pharr.—Trustees, Odell Kelly School for Mexican Girls, Geo. E. Thomas, Secy.; erect building; 3 stories; brick; 38x78 ft.; bids until June 30; Mr. Slaughter, Archt., San Juan. (Lately noted.)

Tex., Prairie View.—Prairie View and Gelvoir Consolidated School Dist. Trustees; vote June 25 on \$11,000 bonds; erect 3-room brick or tile school.

Va., Graham.—Bluefield College, M. L. Harrison, Prest., Wytheville; erect college buildings in Tazewell County.

Va., Lexington.—Washington and Lee University; erect \$100,000 dining hall; accommodate 600 students.

Va., Rosslyn.—Alexandria County School Board, F. Kem, Supt.; erect 7 schools at various locations in county; brick; F. Upman, Archt., Woodward Bldg., Washington, D. C.

W. Va., Belle.—Board of Education, H. O. Ruffner, Secy., Malden, W. Va.; erect 4-room school near Belle; bids until June 26; plans and specifications at office Supt. of Schools, Malden.

W. Va., Burton.—Church District School Board, C. C. Burton, Supt., Hundred, W. Va.; erect 1-story 5-room school; bids opened June 24; plans and specifications at office Mr. Batson and with F. A. Faris, Archt., Wheeling. (Lately noted.)

W. Va., Keyser.—School Board; erect two-story 12-room high school; brick; stone trim; steel columns, girders and beams; Hersh & Sheller, Archt., Commerce Bldg., Altoona, Pa.

W. Va., Ravenswood.—School Dist. Trustees; erect high school; 12 rooms, auditorium and gymnasium; Richard M. Bates, Archt., Natl. Bank Bldg., Huntington. (Previously noted.)

W. Va., Williamson.—Lee School Dist.; voted \$100,000 bonds; erect school; Jos. P. Hatfield, Secy. Board of Education.

### Stores.

Fla., Homestead.—J. D. Redd; erect concrete store; 50x80 ft.

Fla., Jacksonville.—J. M. Gatlin; erect \$10,000 frame building, McDuff Ave.

Fla., Miami.—G. Sennis; erect 2-story business building; 50x50 ft.

Fla., Miami.—S. M. Frazier; erect 2-story concrete block, Ave. G and 1st St.; beam and pilaster construction; 50x110 ft.; \$10,000.

Fla., St. Petersburg.—John Thorn; erect several stores, Central Ave.; concrete block or brick.

Fla., Tampa.—Oscar A. Ayala; erect 2 stores, Franklin St.; frame; 100-ft. frontage.

Ga., Savannah.—Blumenthal & Bernstein; erect 2-story brick store, Barnard and Congress Sts.

Ky., Louisville.—Plumbing Co., F. H. Tice, Mgr., 205 Woodland Ave.; erect store and apartment building; 2 stories and basement; brick; \$16,000; J. V. Moore, Archt., McClelland Bldg.

Ky., Rockhouse.—Bertha Coal Co., Pittsburgh, Pa.; erect store. (See Contracts Awarded—Dwellings.)

S. C., Sumter.—J. D. Harper; erect brick store, 140 S. Main St.; \$10,000.

S. C., Sumter.—Du Rant Hardware Co.; remodel store 11-13 N. Main St.; \$15,000.

S. C., Sumter.—Ralph Hill; erect brick store, 2 Caldwell St.; \$12,000.

Tex., Dallas.—C. A. Bryant; remodel interior building, 316 N. Preston St.; \$25,000.

Tex., Dallas.—F. I. Clark, 3711 Beverly Ave.; erect 3-story concrete and brick store; concrete and brick foundation; \$100,000.

Tex., San Antonio.—Berlina & Sims; remodel store front, E. Houston St.; \$20,000.

### Theaters.

Ark., El Dorado.—L. B. Clark; interested in erection \$75,000 moving-picture theater; auditorium to seat 750; 20-ft. stage; J. W. Smith, Archt., Monroe, La. (Lately noted.)

La., Monroe.—Southern Amusement Co., chartered; \$60,000 capital; Robt. Layton, R. W. Coker, F. C. Holden.

La., New Orleans.—A. Pantages, Seattle, Wash.; reported to erect \$2,000,000 theater and office building, Canal St. between Rampart St. and Elks Pl.; 128x192 ft.; Nolan & Torre, Archts., Hennen Bldg. (Previously noted.)

Md., Baltimore.—Horn Amusement Co., 2018 W. Pratt St.; erect motion-picture theater, 2018-2018 W. Pratt St.; 47x110 ft.; 1 story; \$18,000.

Md., Baltimore.—Douglas Amusement Corp.; erect theater, store and apartment building, 1317-33 Pennsylvania Ave.; 90x172 ft.; fireproof; composition or slag roof; reinforced concrete floors; steam heat, air-line system; plans ready for bids in about 2 weeks; Baltimore contractors invited to estimate. Address Lockman & Murphy, Archts., 356 Drexel Bldg., Philadelphia.

N. C., Greensboro.—O. L. Grubbs and Wade H. Lowry; erect moving-picture theater, E. Market St.; hollow tile; seating capacity 500.

Tex., Amarillo.—Dye, Ford & Rogers; erect Olympic Theater; 30x140 ft.; seat 700; concrete and fireproof brick; terra-cotta and white brick finish; floor of lobby and foyer inlaid with tile; pipe organ, \$7500. (Previously noted.)

Tex., Slaton.—Williams & Selmon; erect \$10,000 theater.

### Warehouses.

Fla., Tampa.—Florida Auto & Gas Engine Co.; erect frame and brick warehouse, Twigg and Drew Sts.; \$18,500.

Ga., Metter.—Farm Bureau Exchange; erect sweet-potato warehouse; 40x100 ft.; wood; composition roof; pine floors; 6 stoves; Government plans; construction by local carpenters; \$9000. Address W. J. Acosta, Chrmn. Bldg. Com. (Lately noted.)

Ky., Lancaster.—Planters & Growers' Tobacco Warehouse Co., W. A. Speith, Joe Kelly, S. D. Landers; erect \$75,000 warehouse; 1 story; 250x450 ft.



Miss., Vicksburg.—City, J. J. Hayes, Mayor; erect warehouse, Walnut St., between Main and Jackson Sts.; bids opened June 21; plans and specifications at office City Engr.

Mo., North Kansas City.—Whitaker-Glessner Co.; erect 5-story and basement warehouse and office building; 100x113 ft.; fireproof; reinforced concrete; composition roof; bids opened; Tarbet & Gornall, Archts., Republic Bldg.; Hedrick & Huff, Struc. Engr., Interstate Bldg., both Kansas City.

N. C., Clemmons.—Farmers' Co-Operative Assn., inceptd.; \$30,000 capital; J. E. Pegram, O. A. Wrights, A. N. Jones; erect warehouse.

Okla., Bradley.—Bradley Elevator & Warehouse Co.; erect warehouse; 124x64 ft.; ordinary construction. Address Roy C. Smith, Secy.-Treas.

Okla., Muskogee.—M. C. Harper and J. M. Daily; interested in erection cotton warehouse.

Okla., Tulsa.—H. E. Kopp; erect concrete block store and warehouse, 405 E. First St.; \$16,000.

S. C., Anderson.—D. Brown, Builders' Lumber & Supply Co., Box 406; erect \$60,000 storage warehouse, W. Market St.; 60x125 ft.; 2 stories and basement; reinforced concrete or brick; tar and gravel roof; floors of factory construction; 2 freight elevators; construction by owner. (Lately noted.)

Tex., Dallas.—Magnolia Petroleum Co.; erect warehouses, 603 S. Hardwood St. and 814 S. Lamar St.; 1 story; brick; \$30,000 each; also filling station; 1 story; brick; \$8000.

W. Va., Wheeling.—Home Building & Improvement Co.; erect 6 dwellings, Woodlawn; \$6000 each; 24x28 ft.; 6 rooms and bath; frame; shingle roof; oak and pine floors; furnace heat; Minter Homes Corp., Archt., Huntington, W. Va.; Frank Hamm, Contr., Wheeling. (Lately noted.)

### Government and State.

Md., Bell Station.—Greenhouses.—Department of Agriculture, Washington, D. C.; erect 2 greenhouses; 25x200 ft.; tubular and frame, wood and glass; glass roof; concrete floors; steam heat; \$17,000; American Greenhouse Mfg. Co., Contr., New York; material and equipment manufactured by company. (Lately noted.)

### Hospitals, Sanitariums, Etc.

Ala., Andalusia.—Covington County Hospital; erect annex pending erection \$75,000 brick structure; McGowan Lumber Co., Contr. (Lately noted.)

### Hotels.

Fla., Brooksville.—Dr. Judd Q. Lloyd; erect tourist and commercial hotel; 100 rooms at present; 200 later; C. W. Emerson, Contr.

Fla., Miami.—Florida East Coast Hotel Co.; erect clubhouse; 150x75 ft.; 1 and 2 stories; \$100,000; Hampton & Reimert, Archts.; C. M. Davis, Asso.; St. John Construction Co., Contr.

Fla., St. Augustine.—Mesdames Warren and Maust; erect addition to hotel; 15 rooms; frame; tin roof; wood floors; steam heat, \$4000; electric and gas lights. Address Chas. Hadscock, Archt.-Contr., 93 South St.

### Miscellaneous.

Ga., Valdosta.—Fair.—Georgia-Florida Fair Assn.; erect racetrack at fair grounds; Smith & Johnson, Contrs.; also erect grandstand; seating capacity 30,000.

### Schools.

Ala., Birmingham.—Pratt Consolidated Co.; erect vocational school, having manual training and domestic science department; Inglenook Constr. Co., Contr.

Ark., Little Rock.—St. Mary's Academy; remodel attic; \$17,000; Thalman & Reed, Contrs.

Ky., Auburndale.—Board of Education, O. Stivers, Supt., Louisville; erect \$15,000 addition to grade school; W. F. Hardy, Contr., Valley Station.

Ky., Liberty.—Board of Education, W. Sherman Allen, Secy.; erect \$50,000 grade and high school; 2 stories; brick; Wm. Wilkinson, Contr., Louisville. (Lately noted.)

Ky., Sunrise.—Board of Education, B. F. Kerns, Supt., Cynthiana; erect \$18,000 rural school; 2 stories; 51x67 ft.; J. P. Gillig, Archt., Cynthiana.

La., Pineville.—Louisiana College; erect 3-story brick, stone and concrete building; brick foundation; R. H. Hunt & Co., Archts., Southwestern Life Bldg., Dallas; Moore Constr. Co., Contr., P. O. Box 675, Ranger, Tex. (Lately noted.)

Miss., Kosciusko.—School Board, E. L. Ray, Pres.; erect high school; 2 stories and basement; 69x114 ft.; brick; mill construction; tin roof; wood floors; 1-pipe steam heating system; contract let; plan to issue \$30,000 bonds to complete and equip school; Bem Price, Archt., Jefferson County Bank Bldg., Birmingham, Ala. (Previously noted.)

Mo., Cape Girardeau.—Board of Education, Elizabeth Walther, Secy.; erect \$30,000 vocational building; J. H. Felt & Co., Archts., Grand Avenue Temple Bldg., Kansas City;

## BUILDING CONTRACTS AWARDED

### Apartment-Houses.

Ga., Albany.—Albany Development Co.; erect \$40,000 apartment-house, Madison and Third Sts.; brick veneer, concrete foundation; 8 6-room apartments; tar and gravel roof; wood floors; steam heat \$6000; conduit lighting, \$3000; Wm. L. Welton, Archt., American Trust Bldg., Birmingham, Ala.; S. R. Fetner, Asso. Archt., 240½ Broad St., Albany; A. E. Ittner, Contr., Albany. Address owner. (Lately noted.)

W. Va., Wheeling.—Matilda Zoekler, 14th St.; erect \$25,000 apartment-house, Myar St.; 2 stories and basement; 38x70 ft.; frame; Vester & Eberling, Archts., McLain Bldg.; Robinson & Coberly, Contrs., Elm Grove. (Lately noted.)

### Bank and Office.

Fla., Miami.—Fidelity Bank & Trust Co.; erect \$40,000 building, 228 12th St.; 30x50 ft.; 4 stories; hollow tile; Johns-Manville 4-ply asbestos roof; concrete and wood floors; electric heating; electric lights; August Gelger, Archt.; J. B. Orr Co., Contr. (Lately noted.)

Mo., Kansas City.—Ruffalo & Scudiero; erect bank and office building, 5th and Walnut Sts.; 2 stories and basement; 40x60 ft.; brick; stone trim; composition roof; Greenbaum, Hardy & Schumacher, Archts., 216 Scarritt Bldg.; Hoffman Bros. Inv. Co., Contrs., 524 Ridge Bldg. (Lately noted.)

Tex., Sherman.—American Bank & Trust Co.; bids until June 26 to improve building; John Tulloch, Archt., 213-14-15 M. & P. Bank Bldg.; contract for marble fixtures to Walter Collins, Denison, Tex.; steel-lined vault, Mosler Safe Co., Hamilton, O. (Lately noted.)

### Churches.

Va., Richmond.—St. John's Evangelical Lutheran Church, Rev. Oscar Guthe, Pastor; erect \$200,000 church, Sunday-school and parsonage, Monument Ave. and Lombard St.; 2 stories; 24x40 ft.; Carl M. Kinder, Archt., American Bank Bldg.; Bassom J. Rowlett, Asso. Archt., Old Dominion Trust Bldg.; Jas. Fox & Son, Contrs., 25th and Franklin Sts. (Previously noted.)

### Dwellings.

Ark., Pine Bluff.—Henry Halzlip; erect 2-story frame residence, 5th and Oak Sts.; New England colonial design; \$20,000; Wm. Fels, Contr.

Fla., Miami.—Peter McCormick, Boston, Mass.; erect 4 bungalows, Miami Beach; \$40,000; A. L. Sammons, Contr.

Fla., Miami.—Chas. M. Meloy; erect 2-family residence, Miami Beach; native rock and stucco; Geo. W. Dickens, Contr.

Ga., Savannah.—Walter McNeill; erect brick-veneer residence; colonial design; Wallin & Drummond, Archts.; F. McRae, Contr.

Ky., Berea.—Estelle B. Jones; erect \$13,000 residence; 2 stories and basement; 32x41 ft.; G. A. Nichols, Inc., Contrs., Southwest Natl. Bank, Oklahoma City; C. Preston, Contr., Berea. (Lately noted.)

Ky., Louisville.—V. Laub, 422 W. Jefferson St.; erect \$11,000 residence, Eastern Pkwy.; 2 stories and basement; 34x38 ft.; C. J. Meriwether, Contr., 308 Starks Bldg.; plans by owner.

Ky., Richmond.—Jonah Wagers; erect \$21,000 residence; 2 stories and basement; Todd & Son, Contrs.; plans by owner.

Ky., Rockhouse.—Bertha Coal Co., Pittsburgh, Pa.; erect 100 miners' houses; contract let; also erect store, Y. M. C. A., church and school in connection with mining plant.

La., Monroe.—S. K. Henneger; erect 1-story brick residence, N. Third St.; 6 rooms; \$11,500; Gehr Constr. Co., Contr.

Md., Baltimore.—Harold C. Hann, Gaither Bldg.; erect 3 additional residences, University Parkway; 10 rooms; 2 baths; colonial and old English type; 40x25 ft.; \$25,000 each; Edw. L. Palmer, Jr., Archt., 513 N. Charles St.; Piel Constr. Co., Contr., Edmondson and Whitmore Aves. (Lately noted to erect 18 dwellings.)

Miss., Vicksburg.—M. F. and H. W. Fried; erect 4 dwellings, Polk and National Sts.; 24x36 ft.; frame; asphalt shingle roof; double pine floor; ultimate plans call for 24 dwellings. H. H. Havis, Archt. and Contr. (Previously noted.)

Okla., Pawhuska.—Harry D. Joll; erect 14 dwellings; contract let.

S. C., Greenville.—Mrs. M. Quinn Gassaway; erect dwelling; R. B. Gridland, Landscape Archt.; Fitzpatrick-Terry Co., Contr.

S. C., Greenville.—H. L. McConnell, Taylors, S. C.; erect 2 residences; 32x40 ft.; brick veneer; wood shingle roof; rift pine floors; \$20,000; contract let. (Lately noted.)

S. C., Greenville.—Couch Cotton Mills, Inc., Greenville Division; erect number of dwellings for operatives; \$3800 each; 6 rooms; 48x32 ft.; frame; cedar shingle roof; wood floors; open fireplace; Franklin Smith, Contr.

Tex., Fort Worth.—Mrs. M. Sanchez; erect \$15,000 brick veneer bungalow, Arlington Heights; 8 rooms; Chas. F. Allen, Archt.; Carb Building Co., Contr.

Va., Richmond.—R. M. Anderson & Co., Lyric Bldg.; erect 2 residences, Du Pont Circle, Roland Park; 2 stories; 20x30 ft.; \$16,000; John H. Rose, Contr. plumbing and heating, 6 Governor St.; plans and construction by owner.

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J. A. Gerhardt & Co., Archts., Cape Girardeau.

Mo., Grand Pass.—Board of Education, W. B. Huston, Secy.; erect \$24,000 school; 1 story and basement; 4x118 ft.; brick and hollow tile; stone trim; interior tile; concrete and pine floors; composition roof; metal ceilings; rolling partitions; hot-air heat \$1500; Owen & Payson, Archts., Reliance Bldg., Kansas City; Ed E. Page, Contr., Marshall, Mo. Address Mr. Huston. (Lately noted.)

N. C., Shelby.—City School Board, I. C. Griffin, Supt.; erect 2-story 8-room frame building for white children; also 6-room frame colored school; both structures 45x72 ft.; asphalt shingle roof; wood floors; \$12,000 each; Elliott Constr. Co., Contr., Hickory, N. C.

### Stores.

Fla., Live Oak.—S. R. Irvine & Co.; erect brick building; contract let.

Ga., Atlanta.—Dittler Bros.; erect \$96,000 building; reinforced concrete; Chas. M. Bernhardt, Contr., Rhodes Bldg.

Ga., Columbus.—R. W. and W. E. Page; erect 2-story brick building; 3 stores on ground floor; offices above; W. C. Whitaker, Contr.

Ky., Hazard.—B. P. Wootin; erect \$20,000 store and office building; 2 stories; 42x75 ft.; A. C. Brown, Contr.

Tex., El Paso.—Roy Martin; erect 2-room store building, mills addition; \$10,000; H. T. Ponsford & Sons, Contrs.

Va., Roanoke.—Jabbour Bros.; remodel building, Jefferson St. and Norfolk Ave.; 75x100 ft.; 2 stories and basement; brick; metal ceilings and roof; hardwood floors; remodel heating plant; electric lights; electric passenger elevator, \$2500. Address Eubank & Caldwell, Archts.-Contrs., Box 331.

W. Va., Huntington.—M. B. Goldman; erect \$40,000 building; 3 stories and basement; 30x80 ft.; H. Rus Warne, Archt., 13 Masonic Temple Bldg., Charleston; C. W. McNulty & Co., Contrs., Huntington.

### Theaters.

Ga., Atlanta.—Metropolitan Theater Co., Jas. L. Floyd, Prest.; erect \$350,000 theater and office building, Broad, Luckie and Forsyth Sts.; 6 stories, C. K. Howell, Archt.; W. S. Shelverton, Contr.

Md., Baltimore.—Capitol Theater Co., J. Louis Rome, Secy., Equitable Bldg.; erect

\$250,000 theater, 1518-22 W. Baltimore St.; 12x100 ft.; brick and stucco; slag roof; electric lights; seating capacity 1500; dance hall over theater; stores, billiard rooms, bowling alleys, etc.; Wyatt & Nolting, Archts., Keyser Bldg.; J. Henry Miller, Inc., Contr., Miller Bldg., Eutaw and Franklin Sts. (Lately noted.)

### Warehouses.

Ky., Lexington.—Barley Tobacco Co.; erect addition to tobacco warehouse, S. Broadway; capacity 2000 baskets; 266 tons steel and iron required; Frankel & Curtis, Archts.-Engrs., Louisville Bridge & Iron Co., Contr., steel and iron work; Carey-Reed Co., excavation and concrete; Congleton Lumber Co., lumber, millwork and carpenter work; Richard Shea, brick work; Rowan County Freestone Co., cut stone.

N. C., Charlotte.—J. H. Cutter & Co.; erect cotton bonded storage warehouse; 35,000-bale capacity; 2 and 3 stories; 10 compartments 50x132 ft.; mill construction; electric trucks; fire equipment; J. E. Sirrine, Archt.-Engr., Greenville, S. C.; J. A. Jones Constr. Co., Contr., Realty Bldg., Charlotte. (Lately noted.)

## MACHINERY, PROPOSALS AND SUPPLIES WANTED

**Air Compressor.**—R. P. Johnson, Wytheville, Va.—Second-hand air compressor or steam-driven air pump; deliver 75 cu. ft. free air per minute; prompt shipment.

**Air Compressor.**—Mecklenburg Iron Works, Charlotte, N. C.—Second-hand compressor; belt or electric driven; 62 to 80-cu. ft.; A-1 condition.

**Bank Fixtures.**—A. H. Dabbs, Carrollton, Ala.—Safe, vault and other bank fixtures.

**Bank Fixtures.**—Farmers and Mechanics' Bank, J. W. Smith, Prest., Gassaway, W. Va.—Prices on bank fixtures, safe, vault, etc.

**Bank Fixtures.**—First Guaranty State Bank, J. C. Flynt, Prest., Medicine Mound, Tex.—Prices on bank fixtures, safe, vault, etc.

**Bank Fixtures.**—S. W. Cole, Prest. State Bank, Forest, Va.—Safe, vault and other bank fixtures.

**Bearings.**—Consolidated Land Co., Kieco, Fla.—Roller bearings for 2, 15-16-in. shaft, bearings to be 6 in. long, rollers not over 1/2 in. diam.

**Belting.**—City, W. S. Stocks, Mayor, Baldwin, Miss.—48 ft. 2-ply endless leather belting, 12 in.

**Belting.**—I. Bluford & Co., 501-509 N. 15th St., Richmond, Va.—Serviceable used belting of all kinds.

**Bolt Threader.**—Southern Implement Mfg. Co., Columbus, Ga.—Prices on new or second-hand bolt threader, capacity up to 3/4 or 1 in.; immediate delivery.

**Boiler.**—B. Hampton Ellington, Capron, Va.—Second-hand 10 to 15 H. P. portable boiler and engine combined.

**Boiler.**—See Generator, etc.

**Boiler.**—McAdoo-Waddell Brick Co., L. H. McAdoo, Mgr. and Constr. Engr., Union City, Tenn.—Second-hand boiler for 20,000 to 30,000 capacity brick plant; insurable for \$10,000.

**Bolts, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until July 8 to furnish: Bolts; nuts; rivets; marine fixtures; electric cable; magnet electric wire; fuses; ships' door locks; telephones; compression cups; insulators; clocks; lamp sockets; receptacles; cars; carbon and writing paper. Blank forms and

information (Circular 1378) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; San Francisco; United States Engr. offices throughout country.

**Brick.**—See Building Material.

**Bricks.**—City of Nacogdoches, Tex., Lamar Acker, Engr.—Data and prices on paving bricks.

**Brick Machinery.**—Corbin Brick Co., J. O. Martin, Mgr., Corbin, Ky.—Bids on brick mchy. for 25,000 capacity brick plant.

**Bridge Construction.**—Soldiers and Sailors' Memorial Committee, T. C. Harris, Chrmn. Comsn., Fulton, Mo.—Invite bids and plans for memorial bridge; girder type.

**Building Materials.**—Utilities Officer, Ward No. 1, Walter Reed U. S. Army General Hospital, Takoma Park, D. C.—Bids until June 26 to furnish building materials and supplies; information on file.

**Building Material.**—Farmers and Mechanics' Bank, Gassaway, W. Va.—Prices on building material for brick and tile bank building; 40x50 ft.

**Building Materials.**—Office Utilities Officer, Ward No. 1, Walter Reed U. S. Army General Hospital, Takoma Park, D. C.—Bids until June 26 for furnishing building material and supplies.

**Cars.**—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—15 second-hand steel self-clearing hopper coal cars and 160 wooden gondola cars of 40 tons capacity.

**Cans (Ice).**—A. W. Hale, Secy.-Treas. Buck Creek Cotton Mills, Siluria, Ala.—52 second-hand 100-lb. ice cans.

**Cars.**—McAdoo-Waddell Brick Co., L. H. McAdoo, Mgr. and Constr. Engr., Union City, Tenn.—75 steel dryer cars; 24-in. gauge; double-deck; weight 300 lbs.; 600-brick capacity; for 20,000 to 30,000 capacity brick plant.

**Cars.**—Willis Shaw, Railway Exchange Bldg., Chicago, Ill.—10 steel side-dump cars, standard gauge, 30 yds. or larger.

**Cars (Baggage).**—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—30 to 40-ton capacity baggage car, 50 to 60 ft. long; prefer steel underframe.

**Cars (Tank).**—Pennsylvania Equipment Co., 1420 Chestnut St., Philadelphia, Pa.—To lease 50 to 100 tank cars.

**Cement.**—City, W. S. Stocks, Mayor, Baldwin, Miss.—Prices on 5 carloads Portland cement.

**Cement.**—Gillespie County, A. H. Knoese, Judge, Fredericksburg, Tex.—5 carloads Portland cement; immediate delivery.

**Cement.**—W. C. Whitner & Co., Engrs., Virginia Railway and Power Bldg., Richmond, Va.—Prices on cement for 450-ft. dam.

**Clayworking Plant.**—National Shale Brick Co., F. Vernon Aler, Prest., Treas. and Mgr., Martinsburg, W. Va.—Architects, engineers, equipment, etc., for 100,000 daily capacity brick plant, hollow block, tile, etc.

**Coal.**—Carolina Machinery Co., Sumter, S. C.—Names and addresses jobbers soft and hard coal in carload quantities.

**Cotton Gin Works.**—Continental Gin Co., R. S. Munger, V.-P., Birmingham, Ala.—Engineer to survey and report on plans to enlarge buildings and equipment of 3 cotton gin works.

**Cotton Machinery.**—Atlanta Textile Machinery Co., 804 Austell Bldg., Atlanta, Ga.—Pickers, cards, drawings, speeders, slubbers, spinning and winders.

**Cranes.**—Willis Shaw, Railway Exchange Bldg., Chicago, Ill.—4 and 8-wheel 15 and 20-ton locomotive cranes.

**Crushing Machinery.**—Charles L. Hills, 500 National Bank Bldg., Wheeling, W. Va.—Crushing mchy., including ball and tube mill, silex lined; chaser mills and jaw crusher.

**Drainage System.**—McCracken County Drainage Commrs., John W. Fry, Prest., 1017 City National Bldg., Paducah, Ky.—Bids until July 6; construct Mayfield Drainage Dist. No. 1; plans on file.

**Drainage System.**—Desha County Commrs., Drainage Dist. No. 5, Dumas, Ark.—Bids until June 18; construct 6 ditches; 400,000 yds. excavation.

**Dragline.**—W. H. Hanna, Drainage Contr., 53 Broad St., Charleston, S. C.—1 1/2 and 2-yd. caterpillar tread or walker dragline; good working condition; state where located and price; immediate delivery.

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**Draglines.**—Willis Shaw, Railway Exchange Bldg., Chicago, Ill.—Steam dragline, 70-ft. boom, 3-yd. bucket; steam dragline on caterpillars, 70-ft. boom, 2 or 2½-yd. bucket.

**Engine.**—See Boiler.

**Engine.**—See Generator, etc.

**Engines.**—Mississippi-Warrior Service, E. N. Pickley, Supt. of Terminals, Violet, La.—Four 15 H. P. heavy oil internal-combustion engines, stationary, vertical type with hot bulb or hot surface ignition, without water injection in cylinder, speed not to exceed 350 revolutions per min.; equipped with air starting valve, circulating water pump and lubricating system; quote f. o. b. New Orleans, date of delivery.

**Face Brick.**—C. V. Arnold, Tifton, Ga.—Correspondence with mfrs. face brick.

**Feed Mills.**—Georgia & Southern Utilities, J. M. Demwody, Eastman, Ga.—Names and addresses mfrs. feed mills.

**Fire-escapes.**—Greenfield Hardware Co., Post, Tex.—Fire-escapes for 2-story school building.

**Flooring.**—P. H. Bradley, 5017 Northland Ave., St. Louis, Mo.—Prices on marbeline or similar flooring for 4-story school; 81x122 ft.

**Flour Mills.**—Georgia & Southern Utilities, J. M. Demwody, Eastman, Ga.—Names and addresses mfrs. small flour mills.

**Generator, etc.**—F. S. McComas, Mgr. Cap. Run Coal Co., St. Albans, W. Va.—150 K. W. D. C. generator with suitable boiler and steam engine.

**Governor.**—B. Hampton Ellington, Capron, Va.—3-in. Gardener governor.

**Graders.**—W. Ira Forbes, Secy.-Treas. Farmers & Merchants' Gin Co., Dustin, Okla. Names and addresses mfrs. cottonseed graders.

**Gravel.**—City, W. S. Stocks, Mayor, Baldwin, Miss.—Prices on 50 carloads sidewalk gravel.

**Grist Mills.**—Georgia & Southern Utilities, J. M. Demwody, Eastman, Ga.—Names and addresses mfrs. grist mills.

**Handles (Plow).**—Universal Plow & Foundry Co., Florence, S. C.—Names and addresses mfrs. plow handles.

**Heating Equipment.**—Baltimore (Md.) Board of Awards.—Bids until June 23 for following: 2 furnaces, School No. 33; 3 furnaces, School No. 80; 3 furnaces, School No. 68; 3 furnaces, School No. 34; 3 furnaces, School No. 42; steam-heating apparatus, School No. 20; heating apparatus, Schools Nos. 3, 54, 99 and 12; drawings and specifications with J. F. Crowther, Building Inspector.

**Heating plant.**—Board of Education, Edw. L. Bailey, Secy., Jackson, Miss.—Bids until July 7 for heating and ventilating Poindexter school buildings, according to plans and specifications of S. R. Lewis, copies of which may be had from Emmett J. Hull, Archt., Daniel Bldg.

**Incinerator.**—Navy Dept., Bureau Yards and Docks, Washington, D. C.—Bids until July 7; erect incinerator plant at Quantico, Va.; \$65,000; specification 4137.

**Inks.**—E. L. Thrash, 1936 McLeMore Ave., Memphis, Tenn.—Names and addresses mfrs. aniline marking inks.

**Lathe.**—Atlantic Paper & Pulp Corp., Savannah, Ga.—Back-gear screw-cutting engine lathe, 24-in. swing, take 20 ft. between centers; complete with countershaft, compound rest, taper attachment, steady rest, large and small face plates, change gears, wrenches, etc.

**Lath Binder.**—A. C. Love Co., 298-9 Day and Night Bank Bldg., Huntington, W. Va.—Lath binder with cut-off saws attached.

**Lathe Mill.**—B. Hampton Ellington, Capron, Va.—Second-hand 5-saw lathe mill.

**Locomotive.**—Roy C. Whayne Supply Co., 605 W. Jefferson St., Louisville, Ky.—36-ton standard-gauge Shay geared locomotive.

**Locomotives.**—Swinburne & Hardie, Engrs., E. J. Crosier, Mgr., Milburn House, Newcastle-on-Tyne, London, England.—To correspond with mfrs. of electric storage battery locomotives, standard gauge; for colliery haulage; prices ex-steamers quoted on basis of pound sterling.

**Piping.**—Oliphant Oil Co., A. G. Oliphant, Engr., Pawhuska, Okla.—Bids until July 1; 10 to 25 carloads casing; all sizes.

**Machine Tools, etc.**—Corsicana Grader & Machine Co., Cal E. Kerr, Prest.-Mgr., Corsicana, Tex.—Bids until July 1; machine tools; lathes; shaper; drill press; power hacksaw; bolt machine; emery grinder; shear and pinch combined; trip hammer; forges; steel; iron; bars; nuts; cups; trucks; springs; 20,000 machine and plow bolts, etc.; complete list on file with Manufacturers Record.

**Mining Machinery.**—W. S. Brydon, Prest., Valley Fuel Co., Philippi, W. Va.—Mining machinery.

**Molds or Blocks.**—Russell L. Long, 408 Front St., Morgantown, W. Va.—Names and addresses mfrs. molds or blocks for celluloid, amber or white rubber pocket-folding tooth brushes.

**Motor.**—General Utilities & Operating Co., H. P. Lucas, Mgr., 1422 Munsey Bldg., Baltimore, Md.—150 H. P. 2200-volt 1200 R. P. M. 3-phase 60-cycle A. C. motor; to operate circulating pump.

**Paving.**—City, J. H. Dingle, City Engr., Charleston, S. C.—Bids until July 6; 100,000 sq. yds. sheet asphalt paving.

**Paving.**—City, W. S. Stocks, Mayor, Baldwin, Miss.—Bids until July 1; grade and gravel streets in residence section; 4800 cu. yds. grading; 5500 cu. yds. gravel; \$21,000 bonds; Tupelo Engineering Co., Engr., Tupelo, Miss.

**Paving.**—Board of Awards, Baltimore, Md. Bids until June 30; grade, curb and pave with cement concrete and sheet asphalt on concrete base street listed in contract 172 and 173; specifications, etc., with Paving Comsn., 214 E. Lexington St.

**Paving.**—City, L. P. Evans, Mayor, Danville, Ky.—Bids until July 6; changed date from June 24; 33,000 sq. yds. street paving; sheet asphalt, bitulithic, bitoslag, willite on 5 or 6-in. base or two-course concrete; 5000 ft. sewers; plans, etc., on file at Danville and with S. F. Cecelius, Civil Engr., Richmond, Ky.

**Paving.**—City, J. R. Arnold, Clk., Winder, Ga.—Bids until July 2; changed date from June 7; pave streets; brick, concrete, sheet asphalt, asphaltic concrete or bituminous concrete; sanitary sewers, etc.; J. B. McCrary Co., Engr., Atlanta, Ga.

**Paving.**—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until July 6; 2.1 mi. Philadelphia road from end sheet asphalt to city line; sheet asphalt on stone base; Baltimore City, Contract BC-34; plans, etc., with Comsn.

**Paving.**—State Roads Comsn., 601 Garrett Bldg., Baltimore, Md.—Bids until July 7; pave 1.94 mi. Belair road from old city line to Hamilton Ave.; sheet asphalt on stone base; Baltimore City, Contract BC-35; plans, etc., with Comsn.

**Paving.**—City of Cumberland, Md.—Bids opened June 22; 13,800 sq. yds. brick, 4900 sq. yds. concrete and 2050 sq. yds. asphaltic bound macadam paving; 11,100 lin. ft. concrete curb; plans, etc., with Ralph L. Rizer, City Engr.

**Piping.**—Oliphant Oil Co., A. G. Oliphant, Engr., Pawhuska, Okla.—Bids until July 1; 10 to 25 carloads casing; all sizes.

**Press Cloth.**—District of Columbia Commissioners, 509 District Bldg., Washington, D. C.—Bids until June 25; 4000 yds. tankage press cloth, to use at garbage-reduction plant; plans, etc., from Purchasing Officer, 320 District Bldg.

**Printing Presses.**—A. H. West, Lakeland, Fla.—Data and prices on presses and type for printing wooden signs.

**Pulleys, etc.**—McAdoo-Waddell Brick Co., L. H. McAdoo, Mgr. and Constr. Engr., Union City, Tenn.—Pulleys, belting and line shafting for 20,000 to 30,000 capacity brick plant.

**Pulleys (Sash).**—Sawyer-Walker Lumber Co., 24th St. and Granard Ave., Norfolk, Va. Names and addresses mfrs. of or dealers in sash pulleys.

**Pulverizers.**—Roofing Mica Co., Spruce Pine, N. C.—Crushing and grinding mchy., such as Williams, Jeffery or Raymond pulverizers; stone or steel chaser mills or crushing rolls; second-hand preferred.

**Pumps.**—J. W. Sanders Lumber Co., Leesville, La.—Prices on pumps.

**Rails.**—Shawnee Coal Co., Winchester, Va. 6 to 8 tons 16-lb. and 2 to 4 tons 12-lb. re-laying rail; state best price delivered Confluence, Pa.

**Rails.**—McAdoo-Waddell Brick Co., L. H. McAdoo, Mgr. and Constr. Engr., Union City, Tenn.—3300 ft. 12 to 25-lb. rail with fish-plates, bolts and nuts for 20,000 to 30,000 capacity brick plant.

**Rails.**—Oliver Carter, 210 S. Water St., Wilmington, N. C.—6 mi. 20, 25 or 30-lb. rails; carload 56-lb. rail for siding.

**Road Construction.**—Mississippi County Comms., Burdette Road Improvement Dist. 3, J. S. Birchel, Commr., Osceola, Ark.—Bids opened June 23; improve roads; 30,000 cu. yds. excavation; 10.3 acres grubbing; 7.4 acres clearing; Pride & Fairley, Engrs.

**Road Construction.**—Randolph County Comms., Thaddeus Pritt, Clk., Elkins, W. Va.—Bids until June 29; 5 mi. Roaring Creek bond issue road; 16-ft. bituminous macadam pavement; plans, etc., with F. A. Parsons, County Road Engr., Elkins; Div. Engr., Keyser, W. Va., and State Road Comsn., Charleston, W. Va.

**Road Construction.**—Potter County Comms., R. C. Johnson, Judge, Amarillo, Tex.—Bids in July; 65 mi. road; grade, gravel base, pave and erect bridges on same; Nagle, Witt, Rollins Engr. Co., Engr.

**Road Construction.**—Williamsburg County Comms., Kingstree, S. C.—Bids until July 7; 8.504 mi. Manning-Kingstree road between Clarendon County line and Survey Station; bridges between Clarendon County line and Black River; Federal-aid Project 60; 20,306 cu. yds. sand-clay surfacing; 2587 lbs. steel reinforcement; plans, etc., with J. M. Martin, County Engr., Kingstree, and F. H. Murray, State Highway Engr., Columbia, S. C.

**Road Construction.**—Ouachita Parish Police Jury, J. M. Beard, Prest., Monroe, La.—Bids until July 14; 4.46 mi. road from Columbia road; gravel; plans, etc., with R. P. Boyd, Parish Engr.

**Road Construction.**—Dade County Commissioners Roads and Revenues, I. H. Wheeler, Chrmn., Trenton, Ga.—Bids until July 15; 4.33 mi. topsoil road on Chattahoochee-Birmingham road; 11,295 cu. yds. topsoil surfacing; plans, etc., on file at Trenton, with State Highway Engr., Atlanta, Ga., and Seventh Div. Engr., Rome, Ga.

**Road Construction.**—Hemphill County Comms., W. D. Fisher, Judge, Canadian, Tex.—Bids until July 1; 14 mi. road; clay surfacing; \$70,000 available; Hess & Skinner, Engrs., Amarillo, Tex.

**Road Construction.**—St. Louis County Comms., Clayton, Mo.—Bids opened June

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22; grade and pave Olive-St. road; 2.213 mi.; cement concrete pavement, granite wearing surface; \$125,805; grade, construct bridges and culverts on Page Ave.; 3.355 mi.; \$52,813.45; plans, etc., with Wm. Elbring, Highway Engr.

**Road Construction.**—Caldwell Parish Police Jury, Monroe Jarrell, Prest., Columbia, La.—Bids until July 6; 9.78 mi. Columbia-Jonesboro; Columbia-Harrisonburg; 3 mi. Columbia-Winnsboro; 4 mi. Boeuf River and 1.52 mi. Cane Hill road; plans, etc., on file.

**Road Construction.**—New Madrid County Commrs., New Madrid, Mo.—Bids until July 5; 19.3 mi. State road from New Madrid; grading and culverts; Project No. 8 18.93, Section A; plans, etc., with C. V. Hansen, Highway Engr., New Madrid, and State Highway Dept., Jefferson City, Mo.

**Road Construction.**—Raleigh County Commissioners, Jackson Smith, Clk., Beckley, W. Va.—Bids until July 12; grade and drain 5 mi. road toward Artie; H. R. Anderson, Road Engr.

**Road Construction.**—Lauderdale County, Geo. A. Gray, Chrmn., Beat 4, Good Roads Comsn., Meridian, Miss.—Bids until July 6; Meridian and Hickory road; 60,000 cu. yds. excavation; plans, etc., with Chancery Clk.

**Road Construction.**—Barrow County, H. G. Hill, Ordinary, Winder, Ga.—Bids until July 14; 11.3 mi. Jefferson-Winder-Monroe road between Jefferson and Monroe counties; Federal-aid Projects 128 and 148; 19,908.9 cu. yds. topsoil surfacing; plans, etc., on file at Winder and with State Highway Engr., 703 Walton Bldg., Atlanta, Ga.; Joe W. Hawkins, Div. Engr., 703 Walton Bldg., Atlanta, Ga.

**Road Construction.**—Gwinnett County Commissioners Roads and Revenues, J. H. Britt, Clk., Lawrenceville, Ga.—Bids until July 15; 14.22 mi. Lawrenceville-Decatur road between Lawrenceville and Gwinnett-Decatur County line; Federal-aid Projects 117 and 162; 35,651.42 cu. yds. topsoil surfacing; 17,950.3 lbs. reinforcing steel in culverts; plans, etc., on file at Lawrenceville and with State Highway Engr., 705 Walton Bldg., Atlanta, Ga.; Joe W. Hawkins, Div. Engr., 703 Walton Bldg., Atlanta, Ga.

**Road Roller.**—Powell Paving & Contracting Co., 1110 Palmetto Bldg., Columbia, S. C. 5 to 8-ton tandem road roller.

**Safe.**—See Bank Fixtures.

**Saw Bench.**—Secretary of Interior, E. J. Ayers, Ch. Clk., Washington, D. C.—Bids until June 24; double arbor saw bench; information with Interior Dept., Room 1005, Div. of Supplies.

**Safe.**—See Bank Fixtures.

**Sash Sticker.**—Dexell Co., Quincy, Fla.—Sash sticker.

**Saw Edger.**—J. W. Sanders Lumber Co., Leesville, La.—Prices on 32-in. 3-saw edger.

**Sawmill.**—Fearon Lumber & Veneer Co., Ironton, O.—Second-hand band mill.

**Sewers.**—City of Danville, Ky., L. P. Evans, Mayor.—Bids until July 6; construct 5000 ft. sewers; plans, etc., from S. F. Crecellus, Civil Engr., Richmond, Ky. (Supersedes recent item.)

**Sewer System, etc.**—Navy Dept., Bureau Yards and Docks, Washington, D. C.—Bids until July 7; construct sewers and water-piping around storehouses at naval operating base, Hampton Roads, Va.; \$65,000; specification 4137.

**Sewers.**—Board of Public Service, 208 City Hall, St. Louis, Mo.—Bids until June 29; construct South Harlem public sewer and branch; plans, etc., on file.

**Sewers.**—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis,

Tex.—Bids until June 25; erect portable buildings; install sewer systems for air service at McAllen, Laredo, Marfa, Sander-son, Del Rio and Fort Bliss; all Texas; plans, etc., on file.

**Sewing Machines.**—T. W. Newbie, 222 Green St., Portsmouth, Va.—6 electric motor sewing machines.

**Shovel.**—Willis Shaw, Railway Exchange Bldg., Chicago, Ill.—Erie type B revolving traction shovel.

**Shovel.**—J. M. Gray, Jasper, Ala.—Second-hand steam shovel, 40 to 50-ft. dumping radius, 2½ cu. yd. dipper, either railroad or revolving type; price, make, age, number and condition.

**Shovels.**—Hackley Morrison Co., 16½ 9th St., Richmond, Va.—2 small traction revolving steam shovels; latest design; good condition.

**Steel.**—Moss, Davis & Co., 431 Williams St., Norfolk, Va.—Names and addresses mfrs. small lathe tube steel for safety razors and blades.

**Steel, etc.**—Panama Canal, A. L. Flint, Gen. Purchasing Officer, Washington, D. C.—Bids until July 6 to furnish: Steel; pipe; fittings; dies; chain; drills and countersinks; bits; chisels; clamps and anvils. Blank forms and information (Circular 1379) on application to offices of: Panama Canal; Asst. Purchasing Agents at 24 State St., New York; 606 Common St., New Orleans; San Francisco; United States Engr. offices throughout country.

**Steel (Structural).**—W. C. Whitner & Co., Engrs., Virginia Railway and Power Bldg., Richmond, Va.—Prices on structural steel for 450-ft. dam.

**Stone (Crushed).**—W. C. Whitner & Co., Virginia Railway and Power Bldg., Richmond, Va.—Prices on crushed stone for 450-ft. dam.

**Tanks.**—Collins Granite Co., R. F. D. No. 4, Danville, Va.—1 or 2 cypress or galvanized 10x7-ft. water tanks.

**Textiles, etc.**—Percival I. Burke, Mfrs. Representative, Coronation Bldgs., King and Tower Sts., Kingston, Jamaica, B. W. I.—To represent mfrs. or wholesalers for general dry goods and notions.

**Trench Machine.**—Willis Shaw, Railway Exchange Bldg., Chicago, Ill.—No. 4 or 4A Buckeye trench machine on caterpillars.

**Trucks.**—Tom Houston Manufacturing Co., Columbus, Ga.—Fifty 4 or 5-ft. roller-bearing drykiln trucks; for endwise piling.

**Type.**—A. H. West, Lakeland, Fla.—Data and prices on type suitable for wood printing.

**Vault.**—See Bank Fixtures.

**Ventilation.**—See Heating Plant.

**Water-works.**—Town of Gleason, Tenn., M. E. Fanning, Recorder.—Bids until Aug. 1; 35,000-gal. steel tank and 100-ft. tower for same; 12,000 ft. 3 to 6-in. cast-iron pipe; 2 deep-well pumps and mch. for same; fire plugs, connections, etc.; construction bids until Sept. 1; construct \$20,000 water system; lay 12,000 ft. mains; plans, etc., on file.

**Water-works.**—Constructing Quartermaster, Richmond Aviation General Supply Depot No. 2, Richmond, Va.—Bids until June 26; construct 200,000-gal. tank, 1000-gal. pump, fire main, hydrants and walls; plans, etc., on file.

**Water-works.**—Constructing Quartermaster, Mexican Border Prospect, Box 83, Camp Travis, Tex.—Bids until June 25; erect portable buildings; install water-works for air service at McAllen, Laredo, Marfa, Sander-son, Del Rio and Fort Bliss; all Texas; plans, etc., on file.

## Railroad Construction

### Railways.

Ala., Ashland.—Alabama Northern Railroad Co. has not yet determined whether the extension to Anniston will be built. S. C. Hoge is Pres. and Gen. Mgr.

Fla., Moore Haven.—Contract for the construction of the Moore Haven-Clewiston Railroad, 14 mi. long, reported let to R. C. Healy and associates; work to begin immediately. John J. O'Brien of Moore Haven is Pres.

La., New Iberia.—New Iberia & Northern Railway is reported building an extension from near Segura to Jefferson Island, about 9 mi. W. H. Romoser is Supt. at DeQuincy, La.

Mo., Lebanon.—Contract reported let to Scott & White, Rialto Bldg., St. Louis, Mo., to grade 6 mi. on cut-off of St. Louis-San Francisco R. R. near Lebanon. Considerable solid rock and loose rock work, besides some grading, will be sublet.

N. C., Hickory.—Blue Ridge Development Co. of Hickory, capital \$3200 paid in and \$500,000 authorized, proposes to build railroad from Mount Holly to Blowing Rock, N. C., about 75 mi. W. T. Shipp of Newton, N. C.; G. N. Hutton, J. D. Elliott, J. L. Gilley of Hickory and others interested.

Tex., Edinburg.—Edinburg, Falfurrias & Gulf Railroad Co., recently chartered, proposes to build 68 mi. line from Edinburg to Falfurrias, Tex. No towns between. Route level and almost a straight line. No bridges. Will be ready for bids in about 60 days. W. R. Montgomery, Pres.; Marshall McIlhenny, V.-P.; Henry Klossner, Treas.; A. J. Ross, Secy.; H. B. Browning, Gen. Mgr.

Tex., Houston.—Houston, Bay Shore & Texas City Traction Co., capital stock \$300,000, is chartered. Headquarters at Houston. Incorporators: Ed Kennedy, S. D. Simpson, C. E. Truelove and others.

Tex., Mexia.—O. A. Ryfle, Pres. Central Texas Electric Railway Co., now building line from Waco to Robinson, Tex., has also made preliminary investigation of proposition to build another line from Waco via Mexia to Palestine, Tex., about 105 mi., and the possibility of construction is under consideration.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers whether they are advertisers or subscribers or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

### Large Sale of Machine Tools, Etc.

An important auction sale of surplus machine tools and equipment of the American Car & Foundry Co. will take place at their plants, respectively, at Berwick, Pa., on July 7 at noon, and at Detroit, Mich., on July 9, at 11 A. M. The sale includes engine lathes,

turning lathes, banding machines, drill presses, grinders, hammers, riveters, milling machine, air compressors and much other machinery and equipment of different kinds, which are mentioned in detail in another column. The auctioneers are Samuel T. Freeman & Co., 1519-21 Chestnut St., Philadelphia, Pa., who will furnish catalog on request.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

**Appointments.**

Allan Fraser has been appointed general sales manager of the Wickwire Spencer Steel Corporation. He will have his headquarters in Worcester, Mass., where he has already undertaken the management of sales of output from the eight factories in Buffalo, Clinton, Palmer, Spencer and Worcester. Mr. Fraser is 45 years of age, and for 27 years has been in the wire business. He is a native of Brooklyn, N. Y., and after completing his studies in the Polytechnic Institute there he became associated with James A. Farrell, now president of the United States Steel Corporation. When the American Steel & Wire Co. was formed he became a salesman, and later was for eight years manager of the company's sales office and warehouse in Buffalo. When the Wickwire Steel Co. extended its production from pig-iron to wire, he opened a New York office for Wickwire Steel Co., becoming Eastern sales manager. Last fall, when that company consolidated with the Clinton-Wright Wire Co. and formed the Wickwire Spencer Steel Corporation, Mr. Fraser became assistant general sales manager, from which position he has now been promoted. John A. Denholm and Charles K. Hardy, Jr., will be assistant general sales managers.

**OBITUARY.****W. P. Pressinger.**

Whitfield P. Pressinger of New York, vice-president of the Chicago Pneumatic Tool Co., died June 10 from complications after a surgical operation. Mr. Pressinger, who was born in New York City in 1871, was active in industries producing pneumatic tools and related machinery for many years. For a period of seven years he was manager of the Clayton Air Compressor Co. and became widely known through his numerous activities in the American Society of Mechanical Engineers and in the Compressed Air Society. He was a member of the Sons of the Revolution, the Seventh New York Regiment Veterans, the Masonic Order and several clubs.

**E. M. Dart.**

Edward Merrill Dart, a well-known manufacturer of Providence, R. I., died June 5 at his summer home at Shawomet Beach at the age of 85 years. He retired from active business two years ago. Mr. Dart was a native of New London, Conn., and since 1863 had been identified with the manufacture of steam and gas fittings in Providence. In 1866 he opened a business of his own, which was successful. He was the owner of several patents for devices which he invented. In 1894 the E. M. Dart Manufacturing Co. of Providence was organized by Mr. Dart in company with Stanton B. Champlin and George B. Champlin, and the business is still continued under that name.

**Samuel Flory.**

Samuel Flory, president of the S. Flory Manufacturing Co., Bangor, Pa., died suddenly of heart disease at his residence there on June 10 at the age of 66 years. Mr. Flory, who was a native of Northampton county, in which Bangor is situated, was widely known for his manufacture and development of the Flory suspension cableway system, which for about 42 years had been in successful operation in coal mining and slate and stone quarry regions. He established his business about 44 years ago, but was interested also in other corporations. About

the time slate was discovered in Northampton county Mr. Flory started the designing and construction of cableways and steam engines to replace the horse and windlass arrangement for hoisting stone blocks from a quarry opening. This was successfully accomplished. The development of slate sawing, planing, drilling and grooving machinery was next undertaken. After this the contractor's hoist was developed, and later the mining hoist and dredging machinery. During the past five years marine auxiliary machinery was added. Originally Mr. Flory operated and developed the plant personally; after ten years the burdens became too heavy, and he organized the S. Flory Company. In 1897 additional capital was required, and the S. Flory Manufacturing Co. was incorporated with a capital of \$500,000. In Bangor Mr. Flory was highly respected and esteemed for his interest and participation in work for the public welfare, serving on the school board, in town council, and also as chief Burgess. He was likewise active as a church member. A widow and three children survive him.

**Charles Blizard.**

Charles Blizard, third vice-president of the Electric Storage Battery Co. of Philadelphia, died on June 12 at the age of 56 years. Mr. Blizard was born at Stevens Point, Wis., but was educated in the East, and graduated from the Brooklyn Polytechnic Institute. He had long been identified with the electrical industry, and was with the Electric Storage Battery Co. since October, 1893, when he became manager of the New York office. In 1900 he removed to the home office in Philadelphia, where he was in charge of sales. He became third vice-president in 1906. Mr. Blizard was active for years as one of the exhibition committee at conventions of the Central Lighting & Power Companies. He was also a member of the electric vehicle section of the N. E. L. A., and a member of the board of governors and chairman of the Associated Manufacturers of Electrical Supplies. He was the official representative of his company in the Motor Accessory Manufacturers' Association. Mr. Blizard is survived by his mother, his wife and his daughter.

**Financial News****New Financial Corporations.**

Ala., Anniston.—Commercial National Bank, capital \$300,000, surplus \$50,000, was chartered to begin business June 21. C. R. Bell, Prest.; Arthur Wellborn, 1st V.-P.; S. R. Thompson, 2d V.-P.; Jno. F. Williams, Cash.

Ala., Bessemer.—City National Bank, capital \$100,000, is being organized to begin business in the fall. A. H. Dabbs, Prest. of the Bank of Carrollton, Carrollton, Ala., and associates of Bessemer are interested.

Fla., Dunnellon.—Citizens' Bank, capital stock \$30,000, is chartered; R. L. Bryan, Prest.; B. J. Benson, 1st V.-P.; J. M. Fennell, 2d V.-P.; C. S. Niblo, Cash.

Fla., Lakeland.—A new bank with capital of \$100,000 has applied for charter and is being organized by the Dwiggin Bros. Hope to open for business in about 90 days. Chamber of Commerce may be able to give information.

Fla., Punta Gorda.—Fidelity Trust Co., capital stock \$50,000, is chartered. F. M. Cooper, Prest.; Ira Rigdon and H. R. Dreggors, V.-Ps.; C. E. Lanier, Sect., Treas. and Cash.

Fla., St. Petersburg.—First National Bank

and the Florida Bank of St. Petersburg propose to merge before July 1 under the name of the First National Bank, the capital stock of the latter to be increased from \$100,000 to \$300,000.

Ga., Atlanta.—Industrial Savings & Loan Co., capital stock \$100,000, has applied for charter. Incorporators: Geo. M. Greene, Arthur Wrigley, Charles M. Hayes.

La., Buras.—Lower Coast Bank, paid-in capital \$25,000, surplus \$5000, is being organized to begin business shortly; J. C. Ballay, Prest.; Meligs Childress of Triumph, La., and P. M. Adema, City Price, La., V.-Ps.

Miss., Fayette.—People's Bank & Trust Co., capital stock \$50,000, has been organized by the Krauss Bros. of Fayette and will be ready for business probably by Sept. 1.

Mo., Morehouse.—People's Bank, paid-in capital, \$25,000, will open for business July 1. William Crumpecker, Prest.; C. S. Hale, V.-P.; H. P. Daugherty, Cash.

N. C., King.—A new bank with \$10,000 capital is being organized by Dr. J. W. Slate, W. E. Hartman and others; will be opened for business soon.

N. C., Leggett.—Farmers' Banking & Trust Co. of Tarboro has, it is reported, opened a branch at Leggett.

Okl., Eufaula.—Eufaula Building & Loan Assn., capital stock \$150,000, is chartered. Incorporators: R. B. Buford, R. J. Sullivan and R. L. Simpson; all of Eufaula.

S. C., Greenville.—Victory Life Insurance Co., capital stock to be \$1,000,000, has applied for charter. E. Roy Stone and others interested.

S. C., Hartsville.—Merchants and Planters' Bank, with \$100,000 capital, is being organized and will be ready for business about Sept. 1. Chamber of Commerce may give information.

Tex., Dallas.—Dallas National Bank, capital \$500,000, surplus \$100,000, began business June 14. J. E. Cockrell, Prest.; J. D. Gillespie and Oscar Bruce, V.-Ps.; J. C. Tenison, Cashier.

Tex., Jean.—Jean State Bank, capital stock \$15,000, is chartered.

Tex., Rio Grande City.—First State Bank & Trust Co. is the new name adopted for the First State Bank of Rio Grande City. H. P. Guerra is Prest. and Fred D. Guerra, cashier.

Va., Forest.—A State bank with capital of \$150,000 is chartered. S. W. Cole, Prest.; Dr. B. A. Rice and M. W. Gibbs, V.-Ps.; D. E. Davis, Secy.-Treas.

Va., King George.—The new King George Bank has opened for business. Dr. G. C. Mann, Prest.; Dr. M. W. Minor, V.-P.; E. A. Solan, Cash.

Va., Max Meadows.—Bank of Max Meadows, capital \$50,000, has been organized to begin business Aug. 1. James Graham, Prest.; John McDickey, V.-P.; Thomas E. Simmerman, Jr., Cash.

W. Va., Gassaway.—Farmers and Mechanics' Bank, capital \$25,000, is chartered to begin business about Aug. 1. J. W. Smith, Prest., and O. P. Frame, Cash.

**New Securities.**

Ala., Anniston.—(Paving).—\$125,000 of bonds have been authorized. Address The Mayor.

Ala., Bessemer.—(School).—Bids will be received until 8 P. M. July 6 for \$100,000 of 20-year bonds. J. M. Scott is City Clerk.

Ala., Clanton.—(School).—Bids received until June 15 for \$7000 of 6 per cent \$1000 denomination serial bonds, voted June 7 and dated June 15. Address J. B. Downs, Mayor.

Ala., Fairfield—(School).—Election July 13 on \$92,000 of bonds. Address The Mayor.

Ala., Huntsville—(School).—At the election June 14 \$225,000 of 30-year bonds failed to carry. H. B. Chase is Mayor.

Fla., Fort Myers—(School).—Bids will be received until 11 A. M. July 17 for \$190,000 of 6 per cent \$1000 denomination serial bonds of Special Tax School Dist. No. 1, Lee County, dated Apr. 1, 1920. Address O. M. Davison, Chrmn. Board of Public Instruction.

Fla., Homestead—(Street, Canal).—Voted recently \$25,000 bonds as follows: \$15,000 street; \$10,000 canal terminal. Address The Mayor.

Fla., Miami—(Road).—Bids will be received until 10 A. M. July 17 for \$350,000 of 5½ per cent \$1000 denomination serial 1922-1950 Dade County bonds dated July 1, 1920. Address Ben Shepard, Clerk Board County Comms. *For particulars see Proposals Department.*

Fla., Pensacola—(School).—Contemplated to vote on \$500,000 of Escambia County bonds. Address County Board of Public Instruction.

Fla., Tallahassee—(Paving, Sewer, Refunding, Utilities Plants).—The sale of \$212,000 of 5 per cent \$500 and \$1000 denomination serial 6, 10½ and 20-year bonds, dated Mch. 1, 1920, voted Dec. 31, 1919, and offered June 15 has been postponed, but offers will be considered. Address J. W. Greer, City Manager.

Ga., Albany—(Paving, Water, Sewer).—Voted June 15 \$60,000 of city bonds. Address The Mayor.

Ga., Greensboro — (Water-works, Sewers, Light, Paving, City Hall).—Bids received until 3 P. M. June 24 for the following 5 per cent \$1000 denomination bonds: \$25,000 water-works, \$8000 sewer, \$10,000 light, \$5000 city hall and \$4000 paving. Address Henry M. Spinks, City Clerk.

Ga., Rome—(School).—Election July 20 on \$100,000 of 5 per cent, 10-30-yr. bonds. Address Henderson Lanham, Prest. Board of Education.

Ky., Lexington—(City Hall, School, Street, Memorial).—Date of sale not determined for the \$1,275,000 of 5 per cent \$1000 denomination city bonds dated Feb. 1, 1920, which were voted Nov., 1919. Address T. C. Bradley, Mayor.

Ky., Louisville—(University).—At the November election a vote will be taken on the proposed issue of \$1,000,000 city bonds in behalf of the University of Louisville. Address the Mayor.

La., Opelousas—(Water-works, Drainage, Light).—\$250,000 of city bonds were voted recently. Address The Mayor.

Miss., Baldwin — (Improvement, Light, Water).—Bids received until 3 P. M. June 22 for \$21,000 improvement and \$5000 light and water bonds. Address W. H. Stocks, Mayor.

Miss., Batesville—(Sewer).—\$6500 of 6 per cent \$500 denomination serial bonds were voted June 1. Address The Mayor.

Miss., Grenada — (School).—Voted June 12, \$125,000 of bonds. Address School Board.

Miss., Gulfport—(Road).—Election July 6 on \$100,000 of Harrison County bonds. Address County Comms.

Miss., Gulfport—(School, Wharf, Fire Apparatus).—Bids will be received until 10 A. M. July 8 for the following 6 per cent 25-yr. bonds: \$60,000 school, \$20,000 wharf and \$15,000 fire apparatus. Address Geo. P. Kearse, City Clerk.

Miss., Hazlehurst—(School).—The sale of \$30,000 of 6 per cent bonds offered on June 15 has been indefinitely postponed on account of the condition of the money market. Address E. M. Cook, Mayor.

Miss., Jackson — (Improvements).—Sold to the New York Life Insurance Co., it is reported, at par and interest, \$250,000 of 5½ per cent Mississippi State bonds for repairs and improvements at public institutions.

Miss., Kosciusko—(School).—Election July 6 on \$30,000 of bonds. Address Board of Education.

Miss., Laurel—(Water-works, Street).—Bids will be received until July 12 for \$50,000 of 6 per cent \$1000 denomination serial city bonds to be dated Aug. 1 and voted June 11. Address Goode Montgomery, Mayor.

Miss., Laurel—(School).—Election July 13 on \$2000 of Sweetwater School Dist., Jones County, bonds. Address Board of Supvrs.

Miss., Laurel—(Water-works, Street).—\$50,000 of city bonds have been voted. Address The Mayor.

Miss., Laurel—(School).—\$2000 of not exceeding 6 per cent 10-year Calhoun Consolidated School Dist., Jones County, bonds have been voted. Address County School Board.

Miss., Laurel—(School).—\$8000 of Sharon Consolidated School Dist. bonds have been voted. Address County School Board.

Miss., Meridian — (Loan).—\$15,000 of not exceeding 6 per cent Lauderdale County warrants, to be repaid in January, 1921, will be issued at the July meeting. Address Geo. F. Hand, Clerk Board Supvrs.

Miss., Meridian—(Bridge, Culvert).—Bids will be received until 2 P. M. July 7 for \$50,000 (part of \$200,000 issue) of not exceeding 6 per cent \$500 denomination bonds of Lauderdale County. Address Geo. F. Hand, Clerk.

Miss., Meridian—(Road).—Bids will be received until 2 P. M. July 6 for \$35,000 of 6 per cent \$100 denomination bonds of Kewanee-Toomsaba Road Dist., Lauderdale County. Address Geo. F. Hand, Clerk.

Miss., Meridian—(School).—Election July 6 on \$6000 Harper-Russell Consolidated School Dist. and \$15,000 Bonita School Dist. bonds. Address County Supvrs.

Miss., Moss Point—(Paving, Bridge).—\$21,000 of bonds have been authorized as follows: \$10,500 paving and \$10,500 bridge. Address The Mayor.

Miss., Newton — (Water and Light).—Bids will be received until 7 P. M. July 6 for \$35,000 of 6 per cent bonds. Address T. H. Wilson, Town Clerk. *For particulars see Proposals Department.*

Miss., Rolling Fork—(School).—Voted May 24 \$125,000 of not exceeding 6 per cent \$2500, \$5000 and \$6000 denominations bonds, dated July 1, 1920. Address M. P. Moore, Clerk Board of Supvrs.

Miss., Starkville—(Power-house).—\$40,000 of bonds have been issued. Address The Mayor.

Mo., Springfield — (School).—The sale of \$600,000 of 5 per cent 11-12-year optional bonds offered on June 15 has been deferred on account of the condition of the bond market. Address Edgar J. Hoffman, Secy. Board of Education.

Mo., St. Louis—(Viaducts, Municipal Farm, Fire Dept., Morgue, Streets, Light).—Ordinance introduced in the Board of Aldermen to authorize the Mayor and Comptroller to issue \$3,755,000 of not over 5 per cent bonds voted May 11. L. P. Aloe is Prest. of Board.

N. C., Danbury—(Road).—\$150,000 of Stokes County bonds have been authorized. Address County Comms.

N. C., Hickory—(School, Municipal Building).—Bids will be received until 8 P. M. July 6 for the following 6 per cent 3-30-year serial bonds: \$35,000 school and \$125,000 municipal building. Address R. H. Henry, City Mgr.

N. C., Jackson—(Road).—Bids will be received until noon July 19 for \$30,000 of 6 per cent Northampton County, Occaneechee Township, bonds dated July 1, 1920. Address S. J. Calvert, Clerk County Comms.

N. C., Raleigh—(Improvement).—No bids were received for the \$500,000 of not exceeding 4 per cent State of North Carolina bonds, dated July 1, 1920, and offered June 15, and they will be sold at private sale, as they must bring par and accrued interest according to law. B. R. Lacy is State Treas.

N. C., Wilmington—(School).—Bids will be received until 10 A. M. July 15 for \$175,000 of 5 per cent \$1000 denomination New Hanover County bonds dated Jan. 1, 1920. Address Thos. K. Woody, Clerk County Comms.

N. C., Yanceyville—(Road).—Bids will be received until 1 P. M. July 12 for \$100,000 of 5½, 5% or 6 per cent 18½-yr. average Caswell County bonds. Address Robt. T. Wilson, Clerk Board County Comms.

Okla., Altus—(School).—Bids will soon be invited for \$35,000 of 5 per cent 21-year bonds, dated June 1 and voted May 21. Address Dr. C. G. Spears, Prest. Board of Education.

Okla., Haskell—(Water, Sewer).—Bids will be received until June 28 for \$25,000 of 6 per cent 20-year \$1000 denomination bonds voted April 20 and dated April 28, as follows: \$15,000 water and \$10,000 sewer. Address F. N. Shoemaker, Town Clerk.

Okla., Muskogee—(Road).—Election July 20 on \$75,000 of Haskell Township Muskogee County bonds. Address County Comms.

Okla., Muskogee—(Park).—Bought by the City of Muskogee for the sinking fund, the \$25,000 of 5 per cent \$1000 denomination 25-yr. park bonds voted Apr. 6 and dated May 1, 1920. Geo. H. Walker is Mayor.

S. C., Florence—(Street, Water-works, Refunding).—Contemplated to issue \$575,000 of municipal bonds as follows: \$350,000 street, \$100,000 water-works and \$125,000 funding. Probably 6 per cent 30-year. Address The Mayor.

S. C., Gaffney—(School).—Election June 20 on \$4000 bonds of Pondfield School Dist. No. 17. Address E. B. Spencer, C. D. Barnhill and F. H. Horton, Trustees.

S. C., Walhalla—(Road).—Bids will be received until 11 A. M. July 24 for \$100,000 of 5 per cent \$1000 denomination serial Oconee County bonds, dated July 1, 1920. Address M. R. McDonald, Secy. Highway Comsn. *For Particulars see Proposals Department.*

Tenn., Gleason—(Water-works).—Election July 10 on \$20,000 of 6 per cent \$500 denomination 20-year bonds, dated Oct. 1, 1920. Address M. E. Fanning, Recorder.

Tenn., Lexington — (Road).—Voted June 12, \$350,000 of Henderson County bonds. Address County Comms.

Tex., Amarillo—(Coliseum, Sewer, Incinerator).—Contemplated to call an election on \$396,000 of bonds. Address Mayor Lon D. Marrs.

Tex., Gilmer—(Road).—\$200,000 of 5½ per cent 40-yr. serial Upshur County bonds have been approved by the Attorney-General. Address County Comms.

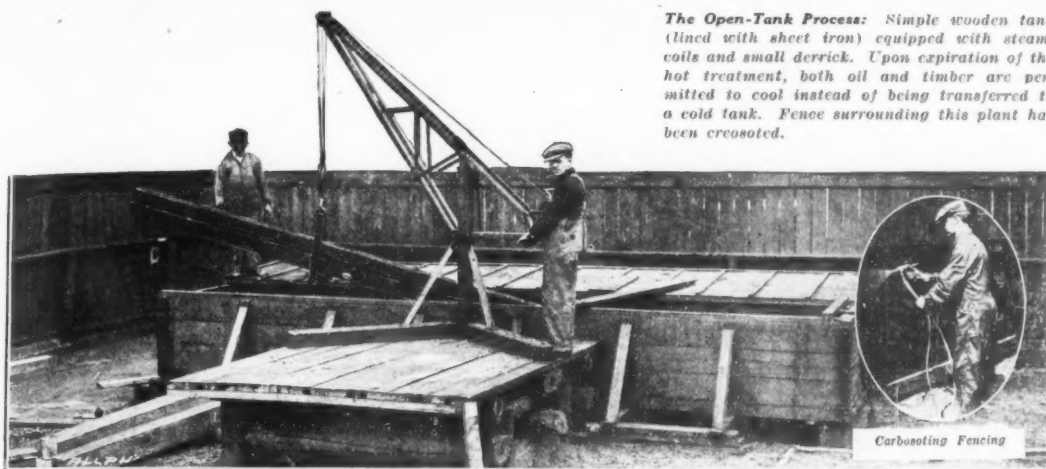
Tex., Lockhart—(School).—Election June 25 on \$11,000 of Glenview and Prairie View Common School Dist. bonds. Address Board of Education.

Tex., Lubbock—(School).—New Hope and Posey School Dist. of Lubbock County have voted \$7500 each in bonds for buildings. This in addition to bonds previously voted by Acuff and Woodrow Dist., making a total of \$30,000 assured, and Canyon Dist. will soon vote on \$5000 of bonds. Address County School Board.

(Continued on Page 132)

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.





**The Open-Tank Process:** Simple wooden tank (lined with sheet iron) equipped with steam-coils and small derrick. Upon expiration of the hot treatment, both oil and timber are permitted to cool instead of being transferred to a cold tank. Fence surrounding this plant has been creosoted.

Carbosoting Fencing

## Life Insurance for Timber—

**CREOSOTING** insures longer life and greater service of timber structures.

Wood preservation reduces the huge economic loss caused by decay; in many instances saves half of the overhead expense for repairs and replacements, and often times much more.

Non-pressure methods of creosoting are available to every consumer of structural wood. The illustrations indicate the simplicity of equipment and ready adaptability to practically all conditions.

Where question arises as to the method to use, our experts will recommend the treatment which combines the highest degree of practicability and efficiency. This *technical service* may be obtained gratis by addressing nearest office.

Carbosota Creosote Oil is the *universal preservative* for non-pressure treatments. It is a pure coal-tar creosote, highly refined and specially processed to make it physically fit for the purpose. It conforms



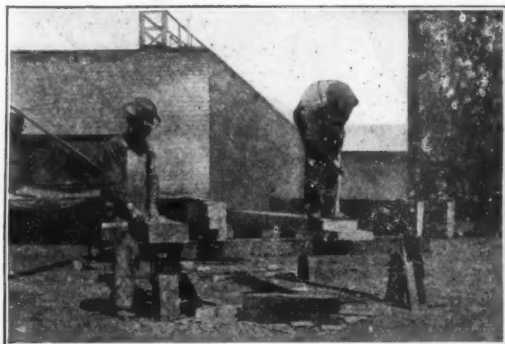
to standard specifications—and is *standardized*, absolutely uniform the world over. Specifying Carbosota assures satisfactory results. Wood preservation is the short-cut to timber conservation—the nation's greatest need. Booklets free upon request.

(Green wood cannot be effectively creosoted by non-pressure processes. It should be air-dry. In regions of moist, warm climate, wood of some species may start to decay before it can be air-dried. Exception should be made in such cases and treatment modified accordingly.)

### The Barrett Company

New York	Chicago	Philadelphia	Boston	St. Louis
Cleveland	Cincinnati	Pittsburgh	Detroit	New Orleans
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THE BARRETT COMPANY, Limited: Montreal Toronto Winnipeg  
Vancouver St. John, N. B. Halifax, N. S. Sydney, N. S.



Timber must be seasoned air-dry, and completely framed—all bolt holes drilled, tenons and mortises cut—before treatment.



Spraying sills and floor joists with Carbosota.

Va., Orange—(Road).—Sold to the Farmers and Merchants' State Bank of Fredericksburg and the Citizens' National Bank and National Bank of Orange at par, \$63,000 of 6 per cent. 25-yr Gordon Dist., Orange County, bonds.

Va., Pulaski—(Refunding).—Bids will be received until 10 A. M. June 28 for \$25,000 of 6 per cent bonds. Address E. W. Calfee, Mayor. For particulars see *Proposals Department*.

Va., Staunton—(Road).—Election June 22 in Pastures Dist. of Augusta County on \$250,000 bonds. Address County Commrs.

W. Va., Huntington—(Road).—Bids will be received until 1 P. M. July 7 for \$1,000,000 of 5 per cent 30-year Cabell County bonds, dated July 1, 1920. Address D. I. Smith, Prest. County Court. For particulars see *Proposals Department*.

W. Va., Williamson—(School).—The date of sale has not been determined for the \$100,000 of 6 per cent \$6666.66% denomination bonds of Lee Dist., Mingo County, voted May 25. Address J. P. Hatfield, Secy. Board of Education.

### Financial Notes.

First National Bank, Marion, N. C., has increased capital stock from \$50,000 to \$100,000.

Citizens' Bank of New Orleans, La., has increased capital stock from \$400,000 to \$1,000,000.

First National Bank of Bristol, Tenn., has increased capital from \$150,000 to \$250,000.

First State Bank, Bay City, Tex., has increased capital stock from \$55,000 to \$100,000.

Bank of Brooksville, Brooksville, Miss., has increased capital from \$50,000 to \$60,000.

City National Bank of Dallas, Tex., has increased capital from \$1,000,000 to \$1,500,000.

England National Bank of Little Rock, Ark., has increased capital from \$200,000 to \$300,000.

First National Bank of Rocky Mount, Va., will increase capital stock from \$50,000 to \$100,000.

American National Bank of Roanoke, Va., has increased capital stock from \$200,000 to \$300,000.

Commercial and Savings Bank of Florence, S. C., will increase capital stock from \$125,000 to \$250,000.

Guaranty State Bank, Hemphill, Tex., has increased capital stock from \$12,500 to \$20,000.

Maryland Title Guarantee Co., Baltimore, Md., has increased capital from \$200,000 to \$250,000.

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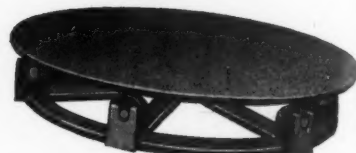
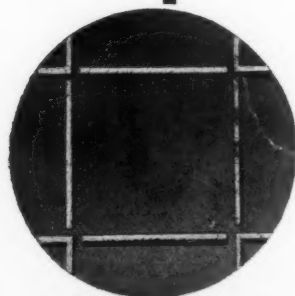
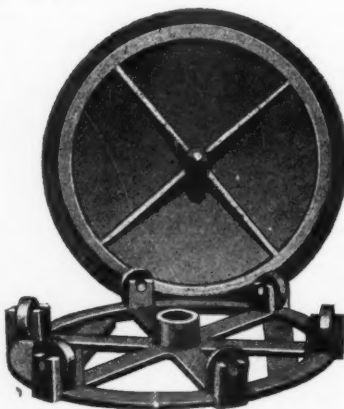
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### The Danger of Gompers' Plans.

CHAS. E. CHIDSEY, Pascagoula, Miss.

A special from Montreal, Canada, of the 12th inst. gives in outline the platform proposed by Mr. Samuel Gompers, the labor leader, and it is as radical as anything that can be found in the Constitution of the French Radicals of 1789, and if adopted, the consequences that will follow must be the same, for a like cause must produce a like effect.

Mr. Gompers proposes that the United States Judges shall be elected by direct vote of the people, and that the courts be deprived of the authority to declare any law unconstitutional. I think I may safely say that I am familiar with juridical history, and will unhesitatingly state that the elective judiciary is one of the worst curses that has ever afflicted this nation. Judges are only human, and when their "bread and meat" and "social position" depends upon the favor of the influence of anyone or any political party, or of the multitude, they will be, unless exceptionally strong men, inclined to lean toward that side to which they must look for support and advancement. Hence the framers of the United States Constitution, following the lesson taught by English experience, have made the judge's position one of life tenure and with a compensation that can neither be increased or decreased during third terms of office. Should the labor leaders by uniting with the democracy or by an independent party succeed in getting control of Congress and two-thirds of the State Legislatures, they can carry through the program as outlined by Mr. Gompers, secure an amendment to the Federal Constitution, taking from the courts the power to declare a law unconstitutional, and then proceed by having a mere majority of the National Congress to write such radical legislation into the laws as they may see fit.

At the time the Eighteenth Amendment and the Volstead Act was before Congress Mr. Gompers publicly stated, according to press dispatches, that these measures would bring on a revolt from the laboring classes, and be that as it may, the dispatches in the daily papers today indicate that Mr. Gompers with his usual astuteness has observed the breach the decision of the United States Supreme Court has made in the walls of the Constitution and is lining up the radical forces for an assault through this breach.

The MANUFACTURERS RECORD has always been an able and courageous ally in the battle against radicalism. Will it prove so now, or will it allow its predilection for the Eighteenth Amendment and the Volstead Law make it blind to the crisis that is approaching?

[When the powers of Hell operating through the liquor traffic can destroy the power of the Almighty in blotting that curse from our land, we may change our position on prohibition, but not until then; but we are with our correspondent in his opposition to labor's unrighteous demands.—Editor MANUFACTURERS RECORD.]

### New Developments in Eastern Kentucky Oil Fields.

Salysville, Ky., June 16—[Special.]—Magoffin county has within the past few weeks come into the limelight in oil development, scores of good-paying wells having been developed. Especially is the eastern section of the country, adjacent to Lawrence and Johnson, rich in oil. In that section alone no less than a dozen wells have shown up recently, and the Cumberland Pipe Line Co. has just completed its lines into the territory and is now making runs. The Cumberland extension reaches the famous oil springs, where the first producer was struck years ago. The wells in this section generally run from 100 to 300 barrels daily, some of them are even larger.

The Cetral Petroleum Co. is a new concern entering the Licking River territory south of Salysville. They have leased large boundaries and are getting in readiness to drill. In the Burning Fork territory several leases have been closed and arrangements perfected for an extensive drilling campaign. Test wells are going down around Barnett's Creek on and near the Johnson-Magoffin border. Two good strikes were made in that section last week.

Along Beaver Creek, in Knott county, coal operators have arranged for the development of over 5000 acres of oil and gas lands. Sufficient tests along Beaver Creek make the territory thoroughly proven. The gas properties equals that of southern West Virginia, while there is oil in abundance.



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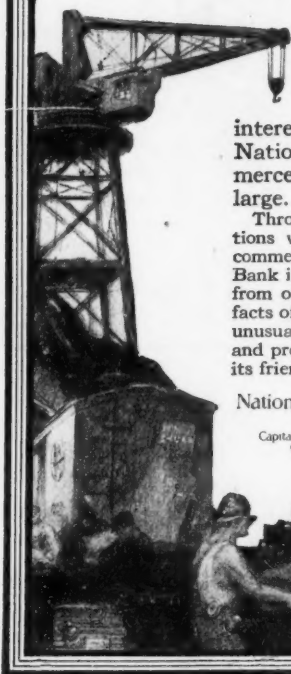
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